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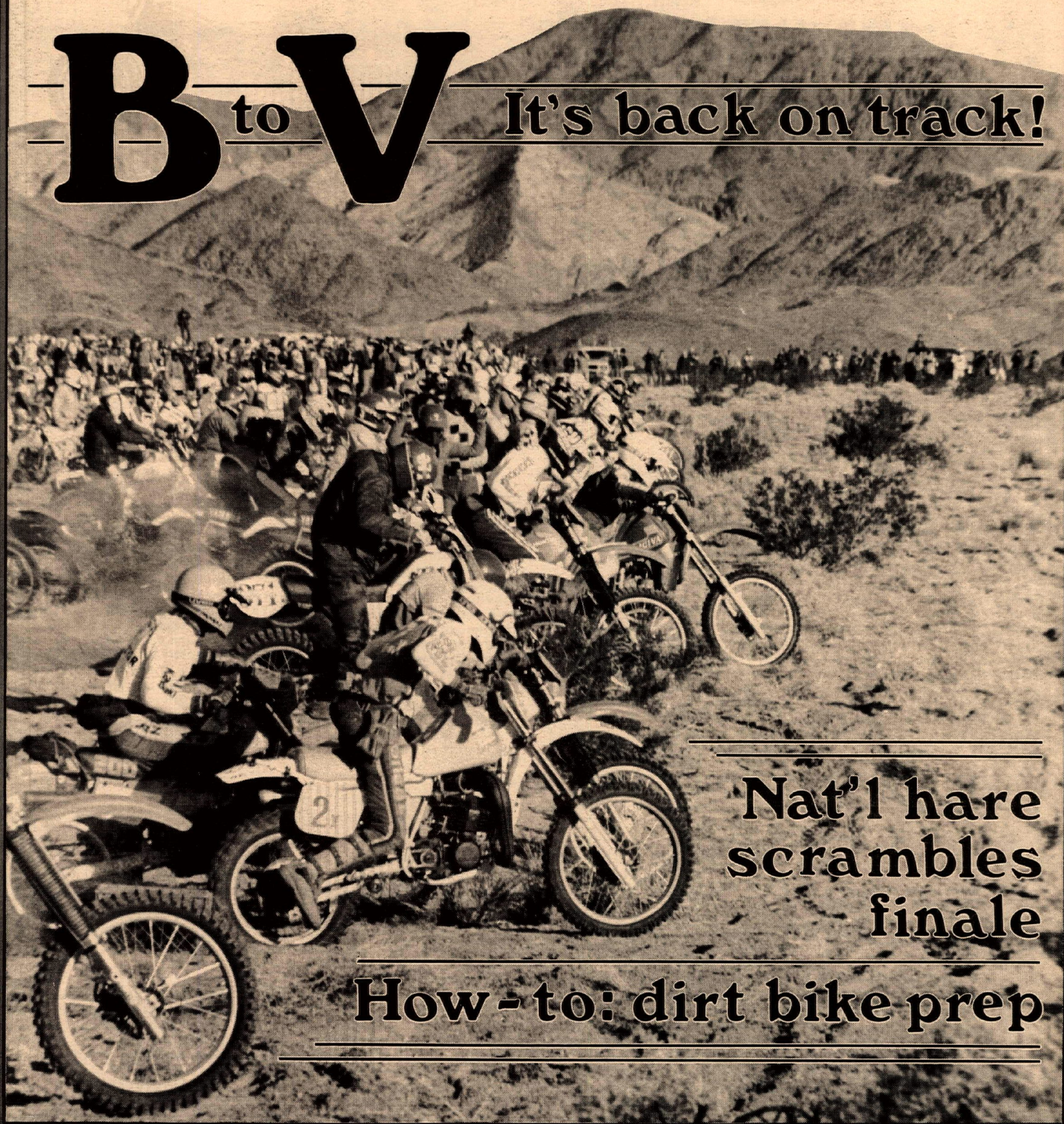


B to V It's back on track!

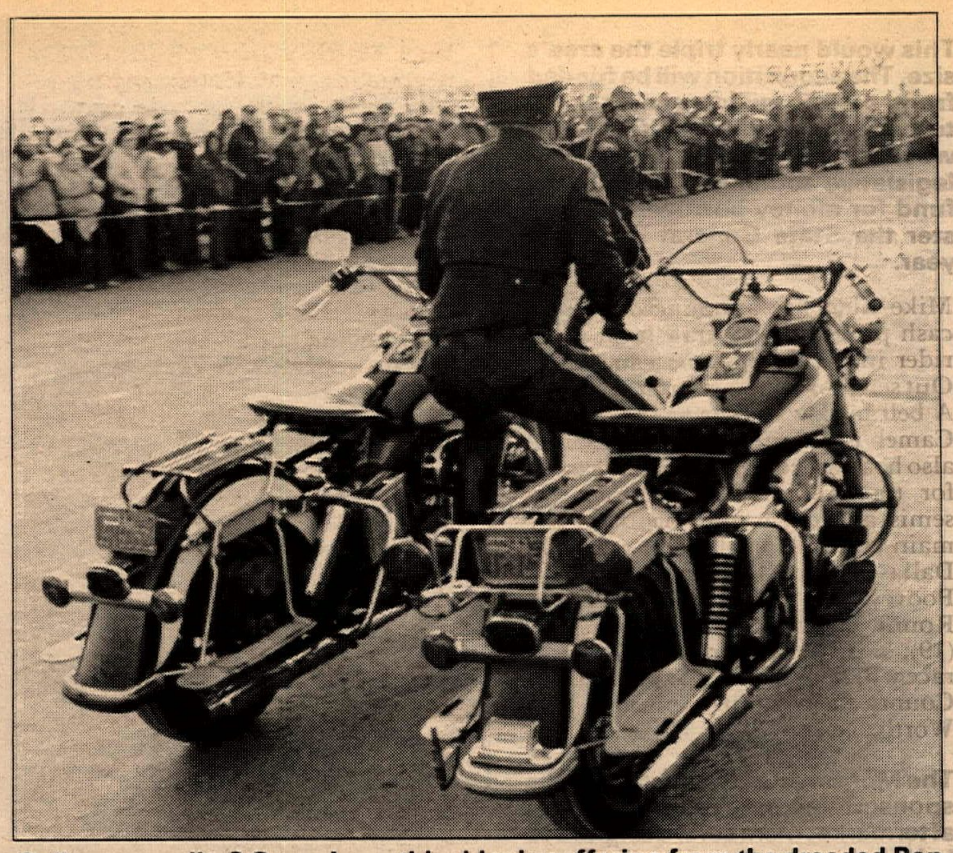
Nat'l hare scrambles finale

How-to: dirt bike prep

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Split personality? Or perhaps this rider is suffering from the dreaded Ben Hur syndrome and couldn't find a chariot? Actually, the manuever is part of a performance the Victor McLaglen Motor Corps put on in conjunction with the B2V road run. Photo by Skip Johnson.

In news from the 1983 FIM Fall Congress held in Spain, Luxembourg's Nicolas Schmit was elected to a three-year term as president of the FIM, succeeding Nicolas Rodil Del Valle of Spain. The AMA's Bill Boyce was elected vice-president of the FIM Technical Committee during the Congress, which also saw a number of rule changes which will be implemented in 1984. One concerning World Championship Road Racing is the prohibition of "free"practice prior to an event, where riders from various classes are on the track at the same time. The FIM issued a reminder that beginning in 1984, the 80cc class will take the place of 50s. A new scoring system was announced for the World Motocross and Observed Trials Championships. Under the new system, points will be paid to the top 15 riders; per-moto in motocross and based on the final standings for trails. Points will be paid out 20-17-15-13-11 for the first five places, then dropping numerically through the 15th spot.

While not a rule change yet, the FIM's Committee on Motocross and Snowmobiles will present a new formula to replace the present Motocross, Trophee and Coupe des Nations events with a single World Team Motocross Championship. In the single event, National teams would be comprised of three riders, one each on 125, 250 and 500cc machinery. The proposal will be made at the 1984 Spring Congress.

Despite a losing record on the issue, the Sierra Club and three other environmental groups have taken their suit against the Bureau of Land Management's off-road vehicle designation for Dove Spring Canyon to a federal appeals court, the American Motorcyclist Association reports. The 1980 suit against the BLM and the Department of Interior contests the agency's management of the 3000-acre Kern County, California, area for unlimited ORV use. The AMA was allowed to join the suit as a co-defendant early in 1983. Led by the Sierra Club Legal Defense Fund, the environmentalists on November 7 filed an appeal with the U.S. Ninth Circuit Court of Appeal in Los Angeles. The appeal is the result of an August 5 decision against their case and a September 14 denial of their motion asking for a reconsideration of the August ruling. Both previous decisions came from Federal District Court Judge A. Wallace Tashima, also in Los Angeles. Tashima ruled that he failed to find "an abuse of discretion" on the part of the BLM in managing Dove Spring Canyon as an ORV "free-play" area in the California Desert. No date was set to hear the appeal, filed by the Sierra Club, the desert Protective Council, the California Native Plant Society and the San Bernardino Audubon Society.

Although American Honda has cut down on the number of riders on its team — Mike Baldwin and Fred Merkel are it — team manager Udo Gietl says the racing department will take on an all-new sales aspect. "We will be selling equipment," said Gietl, "such as Superbike kits. We will also have Honda's new 250cc GP road racer, for sale, probably around March of next year."

We've heard reports that Suzuki showed two V-4 models at their Canadian dealer show. The two models, both chopperesque, displaced 700 and 1100cc. Other sources tell us that the bikes will make an appearance in the U.S. late next spring.

Motorcycle Adventures West is offering American Adventure Tours include trips through the Pacific Northwest, the Canadian Rockies, the Continental Divide, the Cascades, the High Sierra, the Pacific Coast and Great Southwest, as well as the Mexican Riviera and High Plateau.

World Championship Hare and Hound Promoter Casey Folks tells us that he's received word that riders from several states are planning to ride the January 8, 1984 event. Casey says he's been contacted by riders from California, Nevada, Arizona, New Mexico, Utah and Idaho. The event will be a 150-mile point-to-point race ending up near Las Vegas. The drawing for start numbers is December 10.

Searching out methods of funding the provisions of the Fish and Wildlife Conservation Act of 1980, the U.S. Fish and Wildlife Service is considering reommending to Congress a 2-5% excise tax on all new off-road motorcycles and three-wheeled all-terrain vehicles, the American Motorcyclist Association reports. Funds from the new tax would go toward providing grants to states for carrying out programs benefiting non-game wildlife — species which aren't generally hunted, fished or trapped. A Fish and Wildlife Service notice in a recent issue of the Federal Register listed a total of 18 different sources of revenue, including a tax on off-road vehicles. Some of the proposed sources of revenue are appropriate: a tax of 5-10% on wild bird seed and feeders, 5-10% on wildlife identification books, a voluntary contribution checkoff on federal income tax forms (now used on numerous state tax forms) and the sale of special "semi-postal" stamps. However, the AMA opposes the proposed tax on ORVs, which could increase the price of a $2000 off-road motorcycle by $40-$100. In its proposal, the federal agency said it is suggesting sources of funding in which the contributors would also benefit from the programs. "The AMA finds the excise tax on recreational off-road vehicles totally inappropriate," AMA Land Use Coordinator Roy Janson said in a letter to the agency. "There is no obvious relationship between the user of off-road vehicles and the funding of Fish and Wildlife Service activities for the benefit of non-game species. The Association feels that there are many other potential sources of funding which have direct ties to the Fish and Wildlife protection programs, and we feel that these sources should be identified and pursued."

On December 11, Saddleback Park will host the Budweiser-sponsored El Trial de Espana. This event will raise funds for an American rider to represent the U.S. in trials competition in a soon-to-announced world class event in Europe. Also, throughout the day, there will be a $1 raffle with a Cagiva DG350 trialer up for grabs, and later on in the afternoon, there will be an Expert exhibition "spectacular." For more information give Mike Lauxen a call at 714/776-7539 (evenings) or 213/538-9337 (days).

The Second Annual Desert Dog 100, located near Plaster City, California, will take place this weekend on December 4. This race will mark the final round of the 1983 Golden State Enduro Series. Last year's winner, Larry Roeseler, will be there and the course will feature over 100 continuous miles while including the "famous" Mag Seven Gas Stop. Entry fee also includes a participant T-shirt. For more information call Gary at 619/421-8399 or 426-3976.

The D-37 Legal Defense Fund raffle, which culminated with the drawing for a Yamaha YZ125 and 550 Vision in Las Vegas on November 27, raised around $11,000 to help the District pay its legal bills, we're told. All proceeds from the raffle went to the fund, with Yamaha donating the two bikes.

Seven hundred and 12 riders were on the highways between Barstow and Las Vegas in the November 26 Victor McLaglen Motor Corps' B2V Road Ride and Poker Run. Kevin Dalton drew a straight flush to win the $150 first prize, and John Jezbuski came up with four 9s and an ace to nail the $100 second prize. Tune into this paper next week tor a report and photos of the goings on.

On November 22 at the Continental Motosport Club headquarters in Irvine, California, the CMC's support vehicle was broken into. Over 40 pairs of Leader goggles, which are rare in the So-Cal area, were stolen. Also taken were MXL goggles and gloves, Hallman gloves and an array of spark plugs. If anyone has information regarding the person(s) in the break-in, please contact the CMC office at 714/261-6116.

For those racers and their parents who need to make vacation plans and hotel reservations, the 1984 National Motorsports Association's Grand National Championship at Ponca City, Oklahoma, will be held August 5-12. That is reported to be the week before the AMA Mini/Amateur Nationals at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee.

Thirty-eight grant proposals totaling $6,900,865 were approved by the California Off-Highway Motor Vehicle Recreation Commission when it met November 19 in Borrego Springs. The Commission rejected five applications but approved one additional proposal that had not been included on the original list. The Commission also approved the addition of about 25,000 acres to the existing Ocotillo Wells State Vehicular Recreation Area in San Diego County.

This would nearly triple the area's size. The acquisition will be funded from $21.5 million recently returned to the California Off-Highway Vehicle Fund as a result of legislative action reimbursing the fund for money borrowed to bolster the State General Fund last year.

Mike Kidd has announced a $1000 cash prize to the overall high-point rider in his Great American Shoot-Out series of indoor short track races. A belt buckle similar to the one the Camel Pro Series winner gets will also be awarded. Points will be earned for top-five finishes in heats and semis as well as the top 10 in the main event. After the first round in Dallas the top five reads: 1. Terry Poovey (30); 2. Garth Brow (26); 3. Ronnie Jones (22); 4. Rusty Gourley (19); 5. Bill Herndon (18). The next race will be January 7, at the Tarrant County Convention Center in Fort Worth, Texas.

The Motorcycle Industy Council is sponsoring a new program for its aftermarket members, designed to bring the motorcycle industry warehouse/distributors and aftermarket manufacturers together for business conferences on two separate dates in 1984. Called the ABC Program, standing for Aftermarket Business Conference, the purpose is to provide a "central location and controlled appointment environment" where manufacturers and distributors can review policies and practices of conducting business together. Up to 13 private half-hour appointments will take place each conference day. The first ABC program is scheduled to take place in Atlanta, Georgia, on January 11-12, and the second is scheduled for Las Vegas, Nevada, on August 22-23.

Brock Yates, the man who put together the original Cannonball Baker cross-country blasts, is at it again. In his weekly motorsports newsletter, *Cannonball Express*, Yates has announced an endurance run he's calling One Lap of America. Yates says the OLOA is "not a race. Not a rally. Let's call it an endurance run . . . It won't be an out-and-out Cannonball race, but it will be non-stop and you'll bust your ass to finish, much less to win . . . It will be roughly 8,500 miles and will hook together the four corners of this nation—Boston, Seattle, San Diego and Miami . . . We'll start it in New York and finish there as well." Yates says the run will take place next spring. For info, write *Cannonball Express*, Box 241, Wyoming, NY 14591.

Buzz Buzzelli, formerly associate editor of *Cycle* magazine, has been named Harley-Davidson's manager, public relations. Buzzelli will be responsible for press relations, the company's motorcycle test fleet, consumer relations, and *Enthusiast* magazine, which is published quarterly by H-D. Bob Klein has been named to the newly-created position of manager, corporate affairs, with responsibilities for corporate public relations, broad-interest media relations, government and dealer relations, and film industry programs. Klein has been with Harley-Davidson since 1977 and most recently as manager, public relations.

Motocrosser Steve Martin, who was a Honda Support rider in '83, will be heading to Japan to compete in a Supercross event in Tokyo on December 4. Martin is currently involved in negotiations with Honda, and reportedly may stay in Japan for up to 11 months to contest that country's National MX series.

The musical bikes game is also going on in the World Championship Trials arena. Only World Champion Eddy Lejeune is assured of returning in 1984 with a factory Honda contract. American Bernie Schreiber, the 1980 World Champion, has his name linked with Yamaha's renewed trials effort although he is said to be happy with the machinery provided this year by SWM.

Grand Prix MX dates have been awarded to the U.S. by the FIM in the 250 and 500cc classes. New York's Unadilla will host the 1984 U.S. 250cc GP MX, on July 8. California's Carlsbad facility will host the '84 U.S. 500cc GP MX on June 24. Watkins Glen, New York, will be the site of the American round of the '84 World Championship Observed Trials Series with that event taking place on June 10. The ISDE will take place in Assen, Holland, on October 1-6. Check out the Calendar section of next week's paper for a complete listing of '84 international championship events.

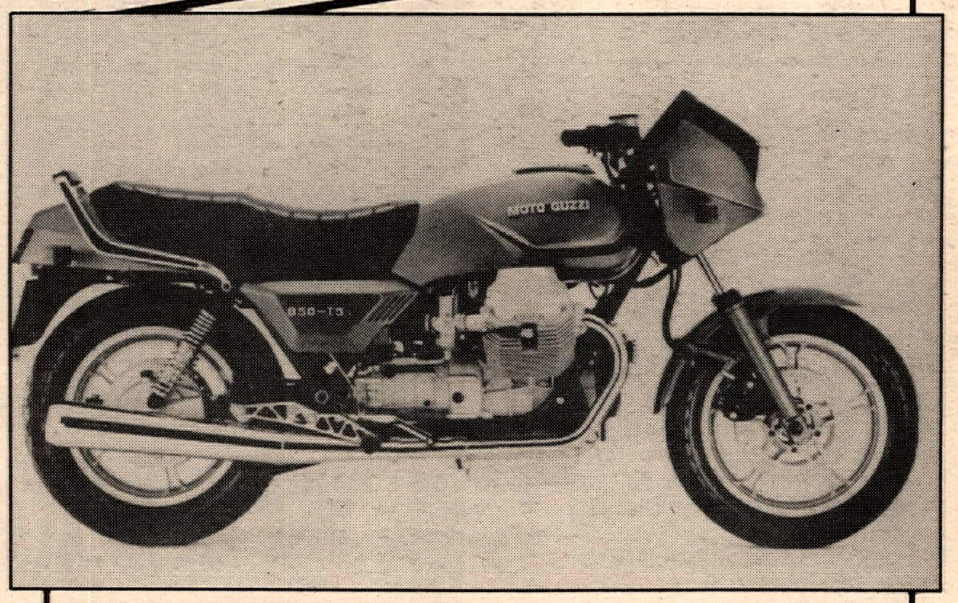
Barry Ferency, Chairman of the Board of M/G Industries, has annouced the appointment of Nancy Clifton as marketing manager. Ms. Clifton, who returned to the U.S. from Europe in 1980, has been active in the U.S. and European automotive and motorcycle industries since 1973. In the U.S. she has worked with Alphabet's Contemporary Classics Company and most recently with Interpart Corporation as marketing manager, motorcycle division. Clifton left Interpart to join M/G Industries, a manufacturer of gasgets, die cuttings and metal stampings.

IN MEMORIAM: Eddie Arnold, a well-known collector of Velocettes, passed away November 21 as a result of heart-related illness. Arnold worked for Johnson Motors, then the west coast Triumph distributor in the '50s, and later owned his own Matchless/AJS shop. A private internment service was held shortly before this issue went to press. Arnold is survived by his wife Delores and his son, Eddie Jr. Notes of condolence can be sent to the family at 2356 Janet Lee Dr., La Crescenta, CA 91214. Godspeed, Eddie...

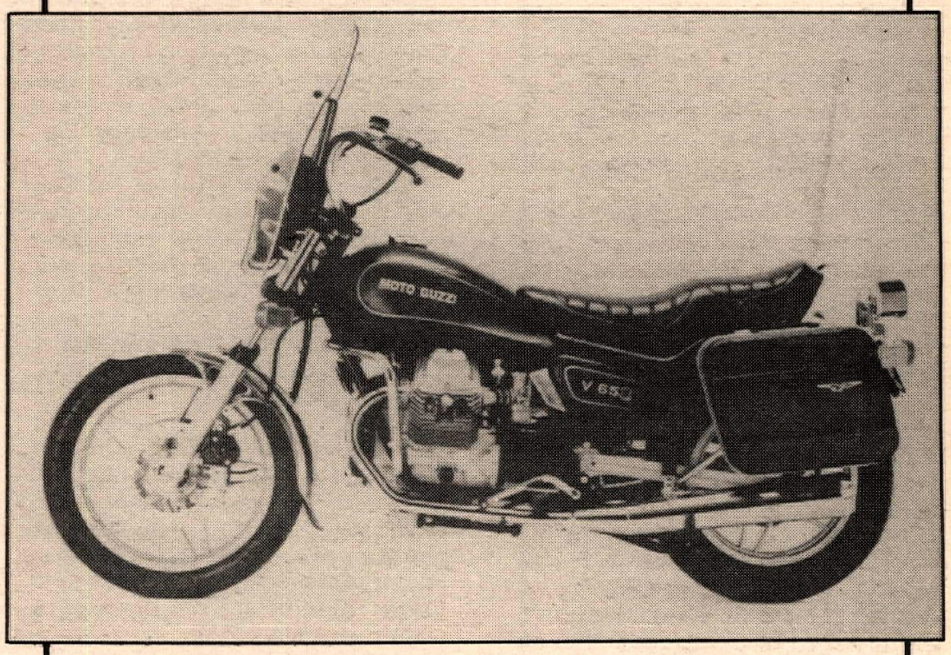
Harry Klemm has recently expanded his Klemm Research business with a new pipe shop and enlarged engine building facility. Harry describes his product for motorcycles, ATV's and Odysseys as, "all custom stuff for racers, premium quality but expensive." The new location for Klemm Research is 2761 East Regal Park, Anaheim, CA 92806, and the phone is 714/630-9420.

Spectro Oils and WLT Racing will host an open house and Christmas party on Saturday December 17, 1983 at Honda of Gardena located at 15515 So. Western Ave., Gardena. There will be free refreshments, Racing movies, Racebikes on display, Spectro Oil seminars and more. For more information, contact Honda of Gardena at (213) 323-8314. •

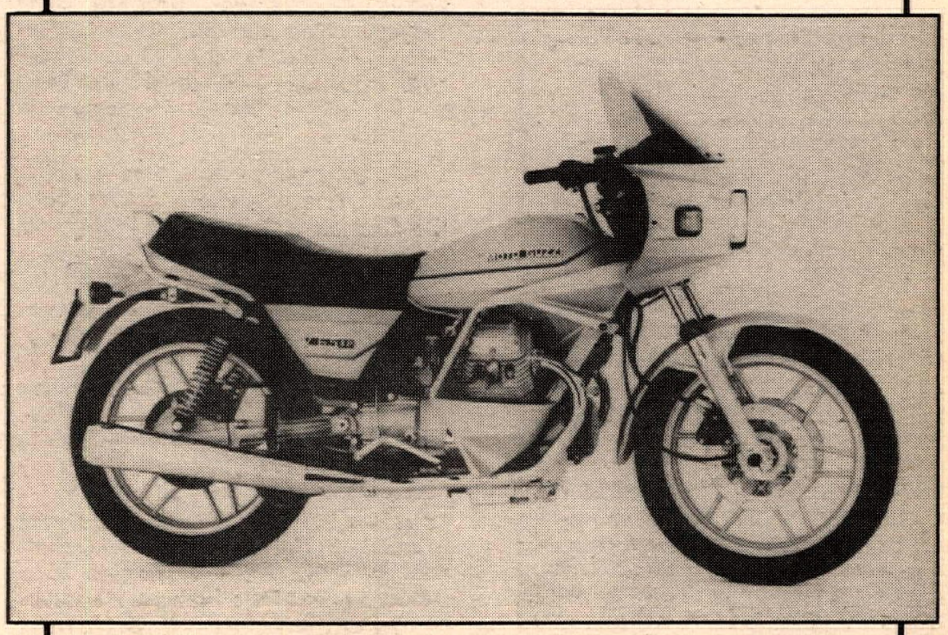
What's in store for '84: The new Moto-Guzzis



Benelli/Moto Guzzi North America introduced their 1984 model line, which includes the 850 T-5 (above). In addition to an integral braking system and Nigusil cylinders, which are shared by all Guzzis, the T-5 sports a new suspension system built around 16-inch wheels. It'll be out in late spring, 1984.



(Above) The new V-65C is an "American" touring motorcycle with chopperesque styling, pull-back handlebars, windscreen and saddlebags. The V-65SP (below) is termed the "sports touring" alternative to the 1000SP, with handlebar-mounted fairing and lowers. Due to new emissions regulations, the 1984 Moto Guzzis will not be available in California, where dealers are to be supplied with a number of 1983 models.



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ON THE FRONT PAGE: For the first time since 1974, a for-real Barstow-to-Vegas start. Our B to V coverage gets started on p. 6. Photo by Dale Brown.

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VOICES

A+ for Hammel; read the paper

The work done by many people and organizations has resulted in the Barstow to Vegas race held on November 26. One person in particular "scored an A" when representing all of us and the AMA on TV, and that person is Rick Hammel, President of District 37.

The December 4 issue of the Los Angeles *Times* is carrying a supplement just on motorcycles, the sport and the industry. I am sure this will be positive exposure for all of us. It could be an ongoing venture if reader input is favorable. I know many *Cycle News* readers also read the L.A. *Times* either on a daily basis or on Sunday. If you like the format and the positive exposure, drop a note to Connie Gillan, Division Manager, Times Mirror Square, Los Angeles, CA 90053. I know that many dealers are supporting this with paid advertising and the results should be new buyers and more enthusiasts to support our sport.

PAT OWENS
Temple City, CA

We're checking

In reading your article of the Dirt Diggers MX race in Kernville, California, on November 5-6, I was a bit puzzled. In checking with the Dirt Diggers, I find that Jeff Black ran as an Expert and finished first, while John Condon finished second. The article had Jeff Black winning the 125cc Intermediate class and the overall in the Expert/Intermediate combined. The 125cc Intermediate class was won by Sierra Racing Products-sponsored Gary Riekki, who finished third overall in the combined Expert/Intermediate class.

BRIAN RIEKKI
Arroyo Grande, CA

We'll check into the discrepancies Mr. Riekki, then let you and our readers know what we find out. Stay tuned...Editor.

Santa Fe shorted

Rumor has it that the reason Santa Fe Speedway is not having a short track National in 1984 is because the powers that be at the AMA are "punishing" Howard Teidt for shortening his weekly non-National short track program. Whatever the reason, the AMA has made a mistake by not sanctioning a short track National at Santa Fe. The short track National is a race that is steeped in Grand National history. Riders like Fred Nix, Gary Nixon, Carroll Resweber, Bart Markel, Robert E. Lee, Mike Gerald, Dick Mann have won the race and many top-class riders have called Santa Fe their home track year after year.

Howard Teidt has made his mistakes as a motorcycle race promoter, but none of them warrant taking away one of the most exciting and prestigious races the Grand National Championship Sries has ever had.

The sad part of the whole thing isn't that the promoter lost his sanction, but that the fans and riders have lost what had been a mainstay on the circuit for over 20 years.

JAMES V. VIERITO

On the cam

In last week's issue which covered the WERA Grand National Finals held at Road Atlanta, one of Team Ontario's most valued sponsors was omitted in the coverage. CAM2 has helped me all year in my Superbike and Formula I effort, supplying the team with fuel for the many races we ran during the season.

Everyone involved in endurance racing realizes how much fuel is used in running four-, six-, eight- and 24-hour events and the cost involved in running a superior product. Their help was greatly appreciated and I would like to thank them for supporting us in the endurance series.

I would also like to say thanks to the other companies that supported me during the year: Wiseco, Castrol, Barnett Tools, Kal-Gard, U.S.T. Chain, Nippondenso, and Bell.

See you at the track next year!

LUTHER WIKLE
Huntsville, AL

Theft at Road Atlanta

Team Auger would like to express its heartfelt appreciation to the fellow WERA competitor(s) who stole the team's trailer from the Road Atlanta paddock area during the Grand National Final on November 13.

We thoroughly enjoyed having to dismantle our bikes and load them piece by piece into a truck and friends' cars after a four-hour endurance race and a painful crash.

This type of behavior is not what we expect from the caliber of people we have been accustomed to associating with and should be viewed with dismay by all WERA competitors. Anyone with information regarding the theft is urged to let us know.

MARTIN BAILEY
STEVE GILKEY
JAY MANNESCHMIDT
615/691-6606
Knoxville, TN

Look under S for Scott

In response to Gary Scott's personal feelings about the new National Number One, Randy Goss, I would urge all *Cycle News* readers to simply consider the source.

Anybody who follows Class C racing know that if all of Scott's questionable statements or devious actions were printed in *Cycle News*, that issue would look like an encyclopedia.

TERRY SAGE
Stockton, CA

Sideways small-fries from England

I am writing to you concerning Junior Speedway in America. I wonder if you could possibly send me the rules and regulations of the sport; such as age groups, engine sizes, etc.

I am interested because my 8-year-old son Ben is a member of the Sussex Youth Speedway Club. The club holds races on a small track, about 120 yards around, which has been specially built for Junior Speedway. We do not age group the boys, and have boys ranging from 8-15 years old. Our engine sizes are anything up to 150cc, with the majority of kids riding 100cc bikes. All the bikes must be four-strokes.

As our club is the only one in the country, we would be interested to know the rules you use in your country for Junior Speedway.

D.B. HOWE
5 South Close
Northgate Crawley
Sussex, England RH102DG

Mr. Howe, we have forwarded your letter to speedway officials here in southern California. You should be getting a reply soon. We have also printed your full address in case any of the Junior Speedway participants here want to write to you with more information about the sport...Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Three thousand riders were on hand for the San Gabriel Valley Motorcycle Club's Barstow to Vegas hare and hound, but only two were involved in the battle for the lead. The pair were Husky rider **Mitch Mayes** and CZ pilot **Jim Fishback,** and they dueled almost all the way. Mayes took three hours and 47 minutes to win the race, with Fishback only 41 seconds behind at the finish. **Scot Harden,** a Husky-mounted pie-plater from Las Vegas, finished third overall despite a flat tire. **Dave Cheney** finished fourth overall on a 250 Yamaha, followed by the Honda Elsinore of **Wayne Cook.** The event had a note of tragedy when two-time 250cc number one plate holder **Larry Pfutzenreuter** died of injuries suffered in a crash.

Suzuki's **Roger DeCoster** and Maico's **Adolph Weil** split moto wins and runner-up finishes at the Livermore, California, round of the Trans-AMA. DeCoster took the overall win by virtue of his second-moto win, but American **Jim Pomeroy** almost stole the show from the Europeans. The Bultaco rider had big leads in both motos, but a seizure in the first round and a crash in the second put DNF on both his efforts. Top American honors went to Suzuki-mounted **Rich Thorwaldson,** who finished fifth overall. In the 250cc Support class, **Billy Clements** turned in three consistent motos on his Husky to take the overall win.

Riding a borrowed Honda, **Marty Smith** turned in a 125cc Expert win at a CMC Carlsbad motocross, defeating Penton rider **Danny LaPorte** and Honda-mounted **Billy Urban.** In the 250cc Expert class that same day, **Rich Pinnick's** CZ topped the Honda of **Marty Moates.**

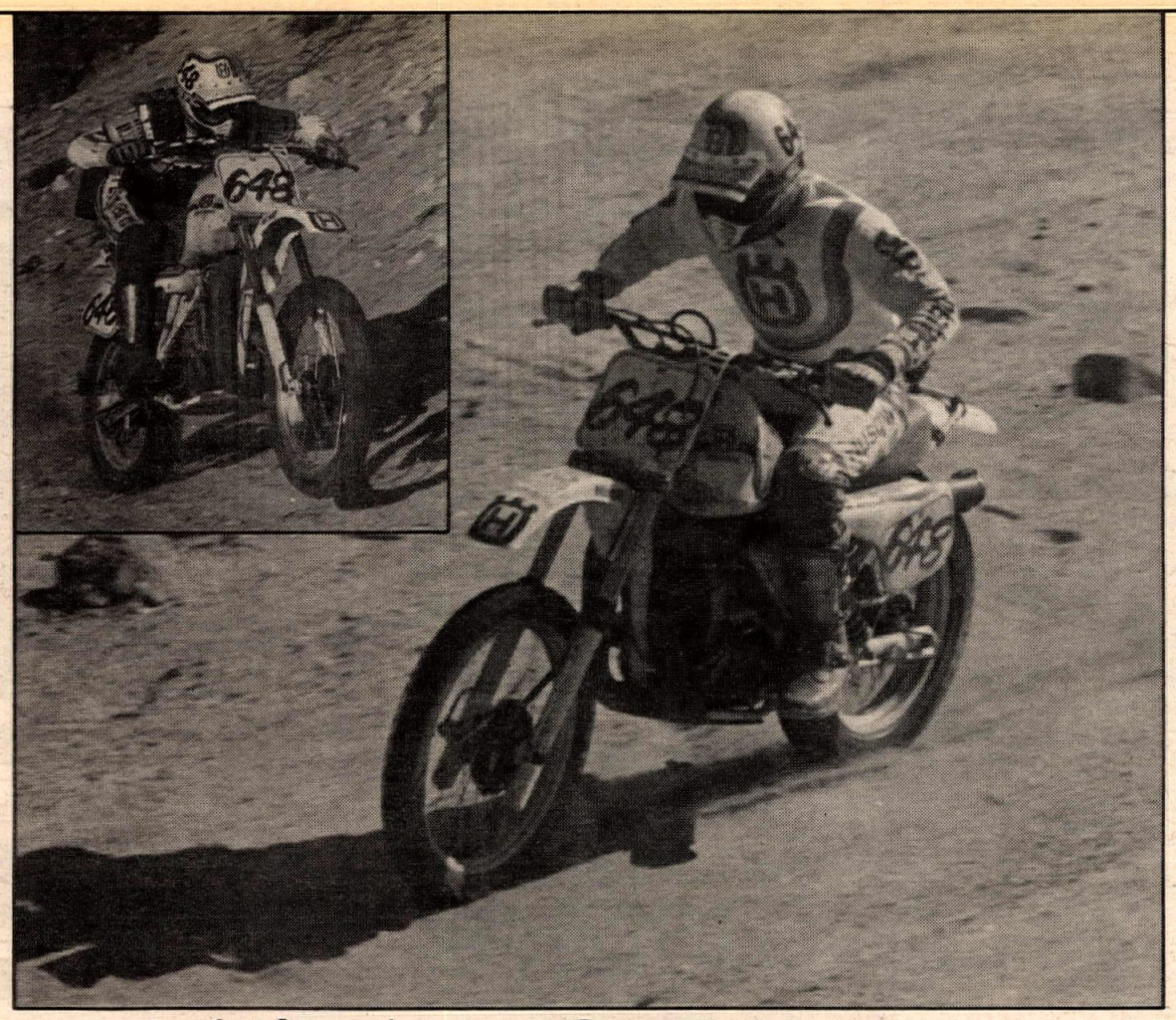
Montesa-mounted **Marland Whaley** ended the ATA trials season the way he started, taking the Masters class win in an event near San Diego. **Mark Eggar** finished second on an Ossa, four dabs behind Whaley.

The American Motorcycle Association announced plans for a qualifying series for the World Speedway Championship. The Federation Internationale Motocycliste had reserved a slot in the 1974 Anglo-American-Nordic final for one American; the first time in recent memory that an American speedway rider would have a chance of making the World Individual Speedway Final.

In a motocross at Puyallup Raceway in Washington, **Phil Larson** won both heats of the Open B class. **Jeff Lunore** was on his tail all the way, however.

David Aldana broke his bike during practice for a Lancaster, California, short track. He then borrowed **Rick Hocking's** spare machine and won the main event, leading home Hocking and **Bob Hosford.**

T.C. Christenson won the Top Fuel Motorcycle crown in the Supernationals of Drag Racing, going 8.48 at 167.91 mph.



Smith/Ashcraft Take Overall Victory In Baja 1000

Husqvarna-mounted riders captured yet another victory as the team of Dan Smith and Dan Ashcraft won the grueling Baja 1000. This expert riding duo finished the event in the incredible time of 14 hours, 48 minutes, 10.3 seconds, the only team to finish in under 15 hours. Their Husqvarna 500XC gave them the winning edge.

#1

The Husqvarna 500XC is built from the ground up for one purpose— to go as fast as possible over the most difficult terrain imaginable. This is achieved with Husqvarna's reliable and powerful 500CC six-speed engine, amazing ITC Twin-Shock rear suspension, and a front fork that provides outstanding control, even at racing speeds over brutal terrain.

Like all Husqvarnas, the 500XC is different. It is built by hand in small quantities for those who must have the best machine available. You see, we build every Husqvarna XC as if it had to win the Baja 1000, because you just might ask it to.

Husqvarna builds motorcycles to fit the needs of any rider—Motocross, Enduro, and Cross Country. They are backed by many years of research, testing, and competition. This intense commitment to quality, dependability, and performance have made the Husqvarna Motorcycle a winner.

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Husqvarna

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The Following Is A Current List Of Operating Franchises:

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Tampa, FL
Pro Pad East, Inc.
Miami, FL

Pro Pad Bicycles
Coral Springs, FL
Pro Pad of Brandon
Brandon, FL

Pro Pad North
Brooksville, FL
Pro Pad of Orlando
Orlando, FL

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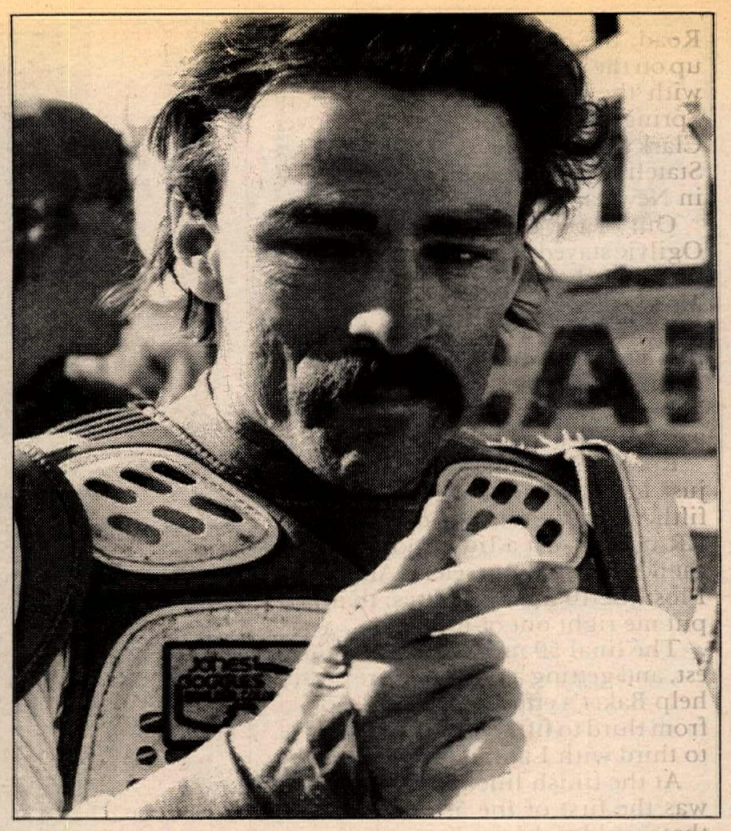


(Above left) Dan Smith had an easy time winning B to V, running relaxed enough to wheelie for the camera. (Top right) Bruce Ogilvie reflects on his 110-mile chase of Smith. (Above right) Dave Lapraik checked across the line in fourth.

B to V is back; Smith is out front

By Dale Brown

BARSTOW, CA/LAS VEGAS, NV, NOV. 26

Team Husqvarna's Dan Smith took the first wave of the checkered flag, but it was a victory for motorcyclists in general as the classic Barstow to Las Vegas hare and hound was run after a tough nine-year battle. Smith covered the 150 miles in three and a half hours to finish six minutes ahead Honda's Bruce Ogilvie. In taking the win, Smith also secured the number one plate in the AMA District 37 Heavyweight class.

Nine years of work, input, protest, political and bureaucratic failures and successes finally seemed worthwhile on Wednesday afternoon when the race cleared its last hurdle as the Sierra Club's last-ditch appeal was denied. When the banner dropped for the Expert start at 8 a.m. on Saturday, there were tears in the eyes of those who had worked so hard to make the event happen. One thousand and 50 riders had a chance at an experience not available since 1974.

The race didn't go off without incident, however. Right past the smokebomb there was an incident of apparent course sabotage. Ribbon was removed and most of the riders wound up following a sandwash the wrong way. Most all got back on course, with a delay of anywhere from a couple of minutes to a half hour.

When the banner did drop for the first of three starts, Chris Crandall took the lead followed by Dan Ashcraft, Smith (after a four-kick start) and the rest of the gang. But then the leaders took the turn down that errant wash. "I got lost; there must have been a hundred people lost," said Smith later. "Finally I went cross country a couple of miles and found the course."

While most riders followed the wash, not everybody did. Honda's Bruce Ogilvie was one of the few who went straight. "I went from 15th to the lead when everybody went left," related the desert veteran, "I was all by myself."

"When I first picked up the course, I couldn't see any dust. Then I started picking up a little of it, and I finally passed Bruce for the lead just before first gas," Smith concluded. For the remainder of the race he was unchallenged; even when he highsided and crashed after meeting a rock in a sandwash corner.

While Smith and Ogilvie were running up front, two potential oppenents were having their troubles. Ashcraft, Smith's Husky teammate, was reportedly the victim of an ignition failure, and Crandall had undisclosed difficulties that dropped him to 389th at the finish.

With Smith leading the way back onto the course, the racing was going on in earnest. Al Baker was up with the front runners on his Honda XR500, as were fellow Honda thumper rider David Lapraik and Yamaha TT600 pilot Randy Morales, a relative newcomer to the desert.

Also in the top 10 was a three-way battle for the top 250cc spot between Honda teamsters Kent and Kurt Pfeiffer and Husky's Larry Roeseler. "We had a good race going," said Kent Pfeiffer after the race was over. "I was racing with my little brother going into gas one, but he crashed." Actually, it was Kent's unwary doing that caused Kurt to crash. "Coming out of the first gas I was right behind Kent when he threw a softball-sized rock and it caught me right in the mouth. As a matter of fact, it knocked me right off the bike and I spent a couple of minutes on the ground getting my stuff back together," muttered the younger brother through a swollen lip.

Following the first gas at Razor

Road, the course eventually wound up on the west side of the I-15 freeway with the second gas near Halloran Springs. The route then went over Clark Mountain with the third gas at Stateline. The final 50 miles were all in Nevada.

Out of the second gas Smith and Ogilvie stayed consistent, with Baker up to third and leading Lapraik and Morales. Kevin Hopkins was running fifth on a Honda XR500, but just before Stateline his ride ended with a blown base gasket. "I'm really bummed out," he said, "I was having a good time."

Roeseler's fortunes also turned sour just before Stateline. He was up to fifth when he ran out of gas. "The CR tank is just a little too small for the desert," said Roeseler, "And when I lost the 10 or 15 minutes, that just put me right out of it."

The final 50 miles was the roughest, and getting a flat front tire didn't help Baker's effort when he dropped from third to fifth. Morales advanced to third with Lapraik taking fourth.

At the finish line in Sloan, Smith was the first of the 530 or so riders that would make the distance. "It was a neat ride, and the only problems were with the cold and the wind. My neck is a little sore from having the wind pull on my visor," said the first-time B to V participant.

Ogilvie, who had suffered minor injuries in the Baja 1000 and hadn't ridden until the week before the event, was also happy: "It was nothing but fun; the whole thing was a gas. We were sliding around corners, and going down miles and miles of virgin washes. It was the kind of race where you want to turn around and go the other way because it was so much fun."

Morales brought his Yamaha in for third overall and third Open Expert, in spite of some trouble in the final leg. "The bike stopped twice. I think it heat seized about 15 miles down the road and I thought the race was over then. I had some guy hold the bike because I couldn't reach the ground, and I managed to get it started. It was a tough race and I rode hard and just tried to concentrate," said Morales, who also indicated that he would take up desert and off-road competition exclusively in 1984.

Lapraik, who has been away from active competition for some time, finished a smiling fourth, saying, "It was just a nice, pleasant ride. I just cruised, there were no mishaps and the bike ran excellent."

After crashing three times because of the flat tire, Baker took fifth overall and first in the Open Vet Expert class. "It was a bitchin' ride," said Baker, adding, "I wasn't even going to ride until it rained. Thursday the bike was just an engine in a frame and I spent just about all of that day getting it together."

It was Hondas taking the next three places, with the Pfeiffer brothers sandwiching the XR500 of Bob Rutten. Kent was the 250cc class victor, although his brother closed the gap by having a trouble-free ride after getting "stoned."

The Desert M.C.'s John Blakeney finished ninth overall and third in the 250s. Because he was the first private Husky entry, he received a Husky riding outfit at the following day's trophy presentation.

To make it a 100% finish for the Team Honda entries, Tom Kelly rounded out the top 10 on an XR500. He, like Rutten, spent a lot of time playing catch up after getting lost at the start.

Neil Christman, a prominent name in the desert during the early '70s, returned for this race and finished 11th, fourth 250cc, after his chain came off three times. He was followed in by Open Expert riders Lee Scheffers, Troy Hollis and Morgan Malocco. Paul Palmer took fifth quarter-liter at 15th, and Roeseler salvaged a 16th.

A tired-but-happy Al Baker, top Open Vet Expert.

Peter Postel took first in the 175cc Expert class — top C bike to D-37 regulars — at 17th on his Honda. "I had a few troubles," said Postel. "I got a flat going over the mountains and we were changing it at Stateline when Duane Sumners came in on his Cagiva. I got the flat fixed and his bike wouldn't start, so I got out first and never saw him again. It was a good ride."

Ron Griewe, a *Cycle World* editor who hasn't raced in the desert for awhile, topped the Open Senior Experts with a 24th overall finish. "That last section was rough," said Griewe. "If there were 54 miles in, 52 of 'em were those whoops made by the car races and rocks."

Three positions behind him was ISDE/enduro rider Dwight Rudder from Jackson, Mississippi. Rudder, who made the trip to California with his employer and two co-workers, blurted out at the finish, "You guys aah nuts! Do they always go this fast? Aren't there any trees? I was wide open all the way, but I want to extend an invitation for these guys to come back east." Rudder finished eighth 250cc Expert in his first-ever desert ride.

Riding a 250 Yamaha, Brett Shaner was first overall Intermediate — Amateur to D-37 regulars — at 34th overall. "I got lost a few times," said Shaner, "But other than that it was a lot of fun. The only problem I had with the bike was staying on it."

While most of the riders opted for typical off-road garb, one rider was resplendent in a red Dainese/Marlboro jumpsuit. It was Eddie Lawson, winner of the recent Superbikers race and fourth in the 500cc World Road Racing Champion, on a TT600 Yamaha. "I did this to get in shape and it almost killed me," said Lawson, who finished 128th overall and 23rd Open Expert, "I should have died out there a couple of times. It's a lot of fun, though. I did have to stop and fix my right footpeg with a hose clamp to get it to stay on. And no, Yamaha doesn't know about this. They'll probably kill me when they find out."

Randy Morales was third, one of four thumpers in the top five.

Starting from the final wave, Brad Denham advanced his Honda CR480 past a number of Intermediates to finish 176th overall and first Novice. "I had a bad start and there were probably a hundred riders in front of me at the bomb," said Denham. "But I was second or third at gas two. The last section was the roughest and I cooled it because right now I'm tireder than hell."

C. Hart of the Rams finished second overall in the green-plate ranks, with Jim Brown third on another Open class machine.

With special numbers issued for this race, there was only one rider carrying the number one plate. Louis McKey, the Phantom Duck of the Desert, was awarded that honor for all his efforts to get the race reinstated. However, the four-time *Cycle News*/West Rider of the Year had his share of troubles, including a flat tire, and he retired at Cima Road. However, at the following day's trophy presentation, when the Duck was honored, he received a standing ovation from the more than 1000 people in attendance.

It's not too often that you follow your father as class winner when the races are nine years apart, but such was the case. Kookie III finished as first dog, just inches ahead of the next finisher, John McCown.

The D-37 Sports Committee crew, led by Jim Main and Rick and Laurie Hammel, worked hard to put the event on and they deserve credit. By the end of the weekend Main was running on instinct alone. ●

Kent Pfeiffer captured top 250cc honors at sixth.

Road race star Eddie Lawson finished on a TT600.

Results

OPEN EX: 1. Dan Smith (Hus); 2. Bruce Ogilvie (Hon); 3. Randy Morales (Yam); 4. Dave Lapraik (Hon); 5. Bob Rutten (Hon).

OPEN INT: 1. J. Trotter (Hon); 2. C. Bonham (Hon); 3. R. McCabe (Suz); 4. R. Halm (Hus); 5. M. Wiechmann (Yam).

OPEN NOV: 1. Brad Denham (Hon); 2. C. Hart (Hus); 3. Jim Brown (Yam); 4. Steve Gildea (Hon); 5. D. White (Hon).

250 EX: 1. Kent Pfeiffer (Hon); 2. Kurt Pfeiffer (Hon); 3. J. Blakeney (Hus); 4. Neil Christman (Hon); 5. Paul Palmer (Yam).

250 INT: 1. Brett Shaner (Yam); 2. P. Gorgone (KTM); 3. R. Guilbeau (Suz); 4. J. Barber (Hus); 5. M. Gorgone (Hon).

250 NOV: 1. R. Hermansen (Yam); 2. K. Young (Hon); 3. J. Gilpin (KTM); 4. J. Nesmith; 5. B. Henson (Yam)/

175 EX: 1. Peter Postel (Hon); 2. Brett Howell (Hon); 3. J. Lawrence (Yam); 4. L. Job; 5. Dennis Greene (C-A).

175 INT: 1. D. Theel (Suz); 2. Gary Covington (Yam); 3. J. Wentz; 4. K. Worley; 5. C. Morris Jr. (Suz).

175 NOV: 1. J. Parkin; 2. S. Gard (Suz); 3. J. Kerr (Kaw); 4. R. Schneider (Yam); 5. Jeff Crowe.

VET OPEN EX: 1. Al Baker (Hon); 2. Bill Saltzman (KTM); 3. D. Ellis (Yam); 4. R. Daugherty; 5. Gary Vanderpool (KTM).

VET OPEN INT: 1. S. Hollister (KTM); 2. M. Boal; 3. Marty Pollard (KTM); 4. R. Wirts (Mai); 5. W. Langer (Hus).

VET OPEN NOV: 1. R. Baum (Yam); 2. P. Vakosky (Hus); 3. D. Winchell (Yam); 4. S. Bell (Mai); 5. D. Olen (Yam).

VET 250 EX: 1. Tom Mattox (Yam); 2. J. Vaughn (Yam); 3. J. Sheehy (Yam); 4. D. DeSimone.

VET 250 INT: 1. P. Bryk (Hon); 2. J. Jones (Yam); 3. R. Paproski (Hus); 4. N. Manninen (Yam); 5. G. Loren (Yam).

VET 250 NOV: 1. M. Thamas (Yam); 2. T. McDonald (Yam); 3. S. Griggs (KTM); 4. J. Gilpin (KTM); 5. S. Walker.

SR OPEN EX: 1. Ron Griewe (Hon); 2. Charlie Morris Sr. (Hus); 3. B. Johnson (Hon); 4. L. Lehigh (Hus); 5. J. Froelich (Yam).

SR OPEN INT: 1. R. Gray (Yam); 2. J. Benard (Hon); 3. A. Cossio (Hus); 4. L. Palmer (Yam); 5. B. Healey (KTM).

SR OPEN NOV: 1. R. Flaming (Hus); 2. W. Pattison (Yam); 3. W. Fuller; 4. H. Denning (Yam); 5. T. Rowan (Hus).

SR 250 EX: 1. Jim Bringhurst (Hus); 2. J. Goldberg (KTM); 3. Al Guzman (KTM); 4. J. Herren; 5. D. Whitehorn (Hus).

SR 250 INT: 1. F. Vancil (Yam); 2. D. Nelson (Mai); 3. D. Ross (Suz); 4. C. Behrle (Hon); 5. G. Savelle (KTM).

SR 250 NOV: 1. D. Mosley (Yam); 2. D. Wallace (Yam); 3. H. Giese (Hus); 4. P. Mendoza Sr. (Yam); 5. N. McNabb (Hus).

SR 175 EX: 1. W. Casperson (Yam); 2. L. Gordon (Kaw); 3. R. Torgerson (Hus); 4. J. Van (Yam).

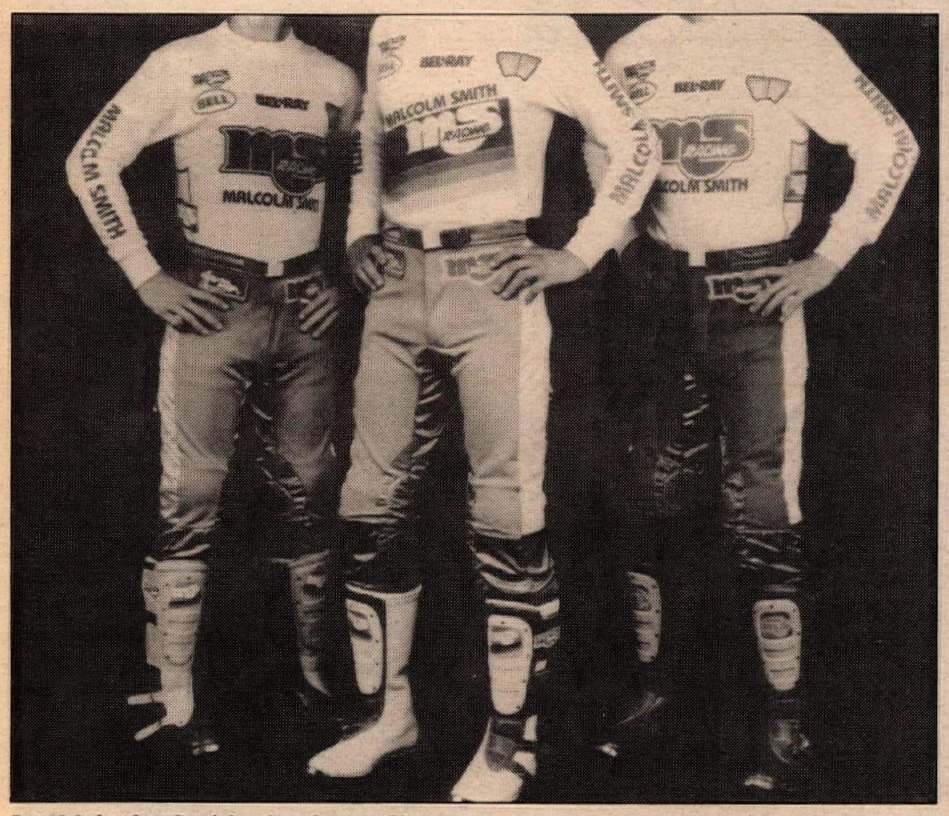
SR 175 INT: 1. F. Tervet (Yam).

SR 175 NOV: 1. J. Thurgood (Yam); 2. A. Del Gaudio (Yam).

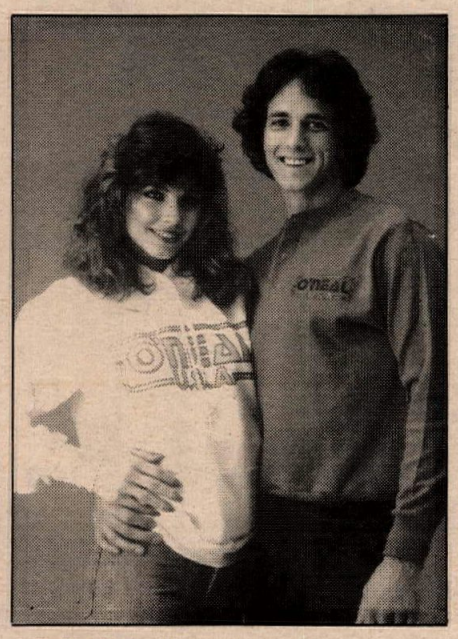
WOMEN EX: 1. B. Heath (Hus).

WOMEN INT: 1. Cheryl Waggoner; 2. Victoria Scott (Yam); 3. Dana Bell (Hus).

Christmas gifts: Tricks from St. Nick



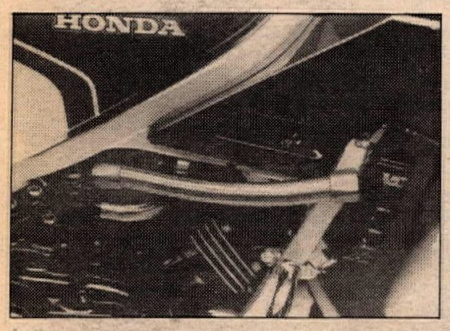
Let Malcolm Smith play Santa Claus this year. As you sit on his knee and stare into that smiling face, tell him you want some Malcolm Smith team gear to make your Christmas bright. New for 1984 are the Trim-fit boots, Trim-fit pants, available with team names or plain style, and the Colorcross and Pro Series jerseys with new side graphics. If Malcolm won't slide down your chimney, try bribing him with $134.95 for the boots, $105.15 for the pants and $14.95 for the jersey. See your local MS dealer, or write Malcolm Smith Motorcycles, 7563 Indiana Ave., Dept. CN, Riverside, CA 92504, 714/687-1300.



While Darrell Shultz looks for some mistletoe to herd this young lady under, take a look at their O'Neal USA sweatshirts. Darrell chooses the stylist three-button pull-over. His attractive friend likes the hooded pull-over. The sweatshirts can be ordered with any of the heat-transfer designs pictured in the O'Neal catalog. The three-button model sells for $17.95 while the hooded model is $19.95. Both come in red, white or navy colors. See your O'Neal USA dealer for more tips on how to dress for action.

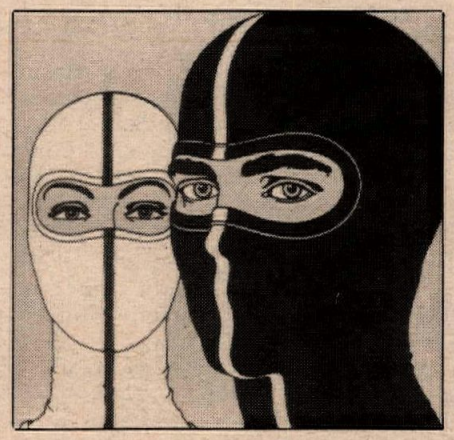
If you think leather is neat, but want something a little cooler and more flexible for a riding suit, make sure Lancer's new multi-purpose riding outfit is on your Christmas list. Styled after the all-leather suits, the Lancer version is made of 420-dernier nylon pack cloth and is fully lined. An added advantage to the nylon suit is its price: $189.95. It can also be made as a one-piece jumpsuit or as a two-piece outfit with a zipper at the waist. For futher information, Lancer's address is 4611 N. 12th St., Dept. CN, Phoenix, AZ 85014, 602-274-7761.

The DeVisor is something new from the Gold Belt people just in time for gift-giving. The visor fits all five- and three-snap helmets and the DeVisor 4 fits Bell's new Moto 4 model. The DeVisor seals snugly against the helmet, reduces helmet lift and features a "roost window" to look through while saving your goggles from a competitor's blast of rocks and mud. The visors are available in smoke, red, white and yellow for $6.95. Gold Belt's address is 7045 Darby Ave., Dept. CN, Reseda, CA 91335, 213/705-5689.

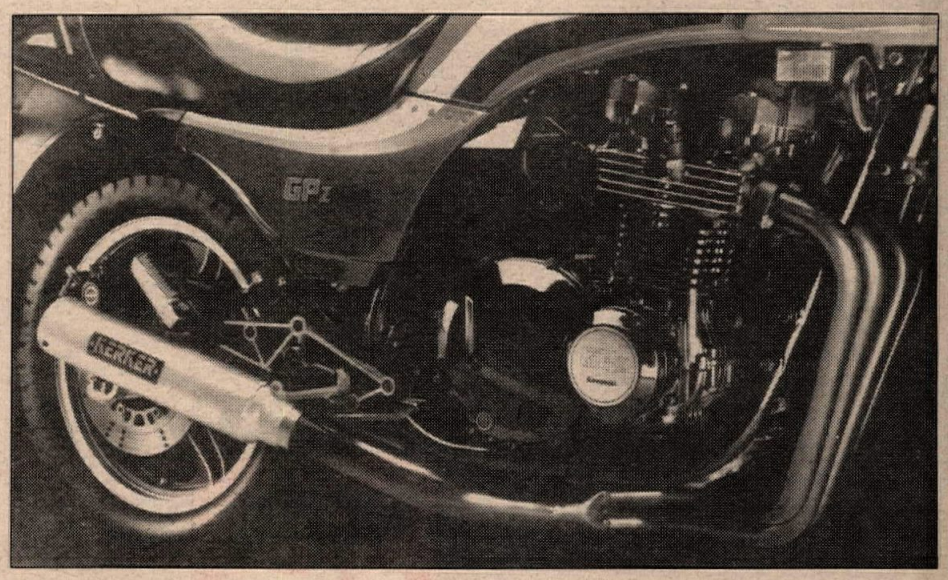


We know your Interceptor is not a Christmas tree, but why not hang something bright on it anyway? Russell Performance has complete sets of braided steel radiator and oil-hose lines that are guaranteed to spiff up the Honda's exterior. The radiator hoses also come with anodized fittings for that "high-tech" look. The price for all this glitter is $94.99. Check with your dealer or write to Russell Performance, 20420 S. Susanna Rd., Dept. CN, Carson, CA 90745. Ask them about their new poster while you're at it.

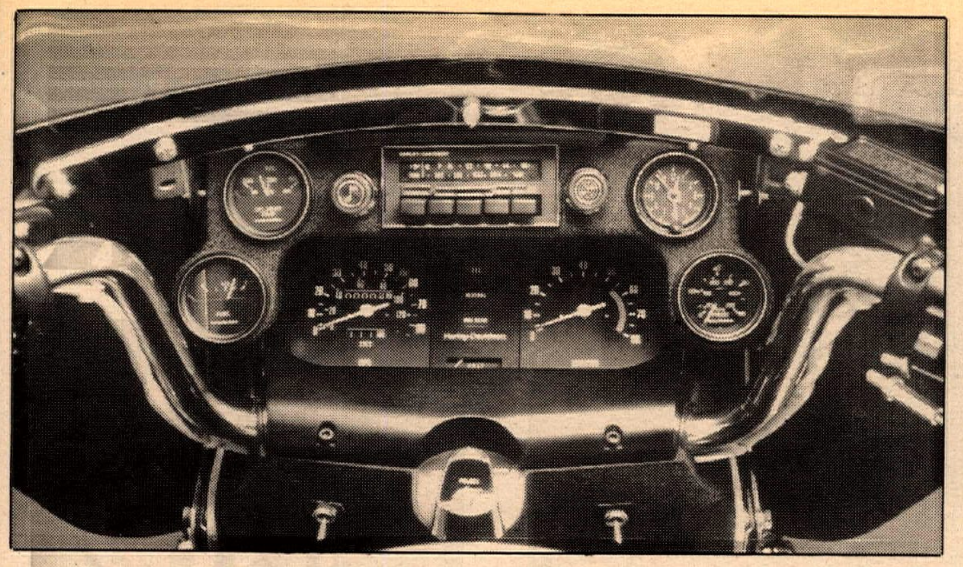
Keep your feet warm this winter IB CO's PVC injection-molded Manx boots. The boots are 100% waterproof and lined with four layers of fur so keeping dry and warm shouldn't be a problem. Other features include a heavy-duty, gas and oil resistent sole, extra instep protection and a heel grabber for easy removal. IB CO says you can have any color you want as long as it's black. IB CO can be reached at 5446 Oceanus Dr., Dept. CN, Huntington Beach, CA 92649, 714/895-1243.



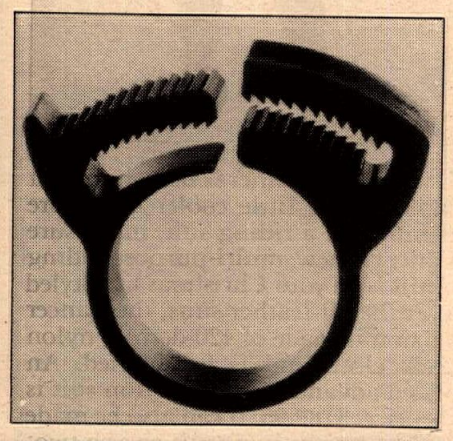
If you ride in cold weather and have noticed your head, ears or neck getting cold, then the Passasport Silk Face Mask may be for you. The mask, made of pure silk, breathes to allow wearing it on chilly days without overheating. It fits snugly over the head and shouldn't change helmet fit or feel. The Passasport, in black, dark blue, light blue, red or white, is priced at $11.95 from your favorite dealer.



A little worried that you and your GPz1100 will be traveling down the road with a little less velocity after you finish your diet-busting Christmas turkey dinner. Well, fear not! Kerker has an easy way for you to lose 20 pounds of fat. Their new K2 street exhaust system not only loses the weight but it pumps out more horsepower as well. Styled after the factory race bikes, the K2 features an aluminum silencer mated to Kerker's proven header pipes. Kerker also has K2s for other brands of bikes. For model and price info, drop Kerker a line at 7900 Deering Ave., Dept 60 (CN), Canoga Park, Ca 91304 or call 800/423-5246 (in California 800/382-3689).



If the sound of your Harley's cylinders beating out their cadence isn't enough and you want to hear the football bowl games as you ride over to the post-New Year's eve party, then you're in luck. You can add stereo sounds to your 1983 Harley-Davidson FLHT Electra Glide by rolling on down to your Harley dealer and checking out this new system. The stereo radio ($339.95) features push-button tuning, 15 watt-per-channel output and fully integrated circuitry. The addition of a cassette tape deck raises the price to $449.95. The four-inch speakers utilize eight oz. magnets and can accept 25 watts of peak power. See your Harley-Davidson dealer for more info.



If you've got a mechanic on your shopping list who has everything he needs and you don't know what you're going to stuff his stocking with, try this device. It's known as a Speedy clamp, and according to the press release, it's an entirely new kind of hose-clamping device. Made of Nylon 66, the clamp is rust and corrosion resistant, handles sustained temperatures up to 302 degrees F., can withstand pressures up to 120 psi, is UV stabilized and can leap tall buildings in a single bound. The clamp is available in a variety of sizes. More information at Speedy Products, P.O. Box 1617, Dept. CN, 100 Anvil, Jacksonville, TX 75766, 214/586-2531.

If the old skid-lid is beginning to show signs of age, why not treat yourself to Nava's new Grand Prix helmet. The Grand Prix is Nava's first-ever fiberglass helmet and passes the Snell 80 requirements. The Grand Prix' interior is covered in soft velour lining and the shield can be adjusted to provide excellent ventilation. The helmet is available in two styles, the single color in black, white, silver, burgundy, red and blue for $139.95, and dual colors in anthricite/silver, blue/silver, candy apple red/silver and black/gold for $149.95. From Nava USA, 5729 Ward Ave., Dept. CN, Virginia Beach, VA 23455, 800/368-6282.

Put your hands in the holiday spirit with a new set of gloves. Sinisalo Pro-MX gloves come in five designs and a variety of colors. The nylon and leather gloves have stretch side panels for comfort and ventilation plus inside palm padding and foam padded backs. The MX gloves sell for $29.95, with an enduro model for $30.95. See your favorite dealer or have him contact Sinisalo Sport Ltd., Dept. CN, 15510 Rockfield Blvd., Irvine, CA 92714 for more details.

HAMMER HITS THE NAIL ON THE HEAD.

Team Hammer's hard driving effort in the last five races of the season blunted Team Ontario's hopes of a National Endurance Road Racing Championship.

Team Hammer nailed down the title.

Now, after sponsoring this WERA season, ND didn't have much left in the coffers for team sponsorship.

So when Team Hammer used ND Spark Plugs, they didn't do it for the money.

They did it because they wanted to win.

ND
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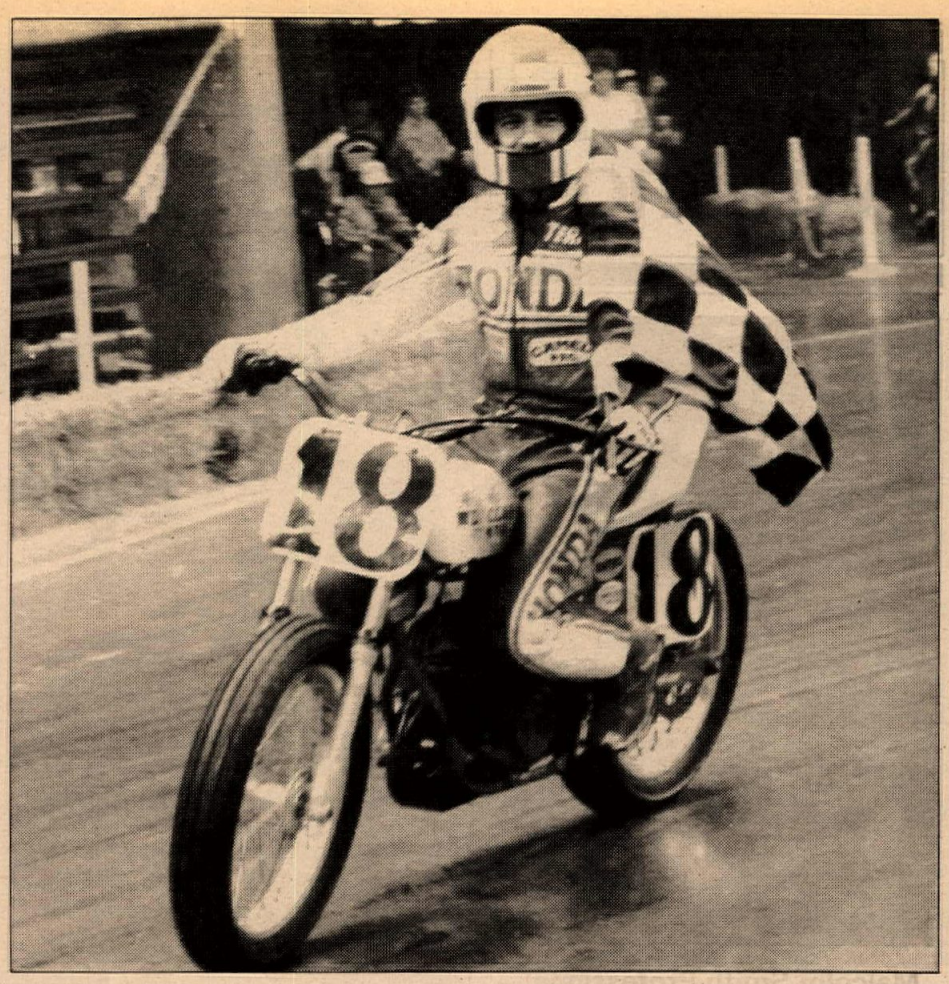
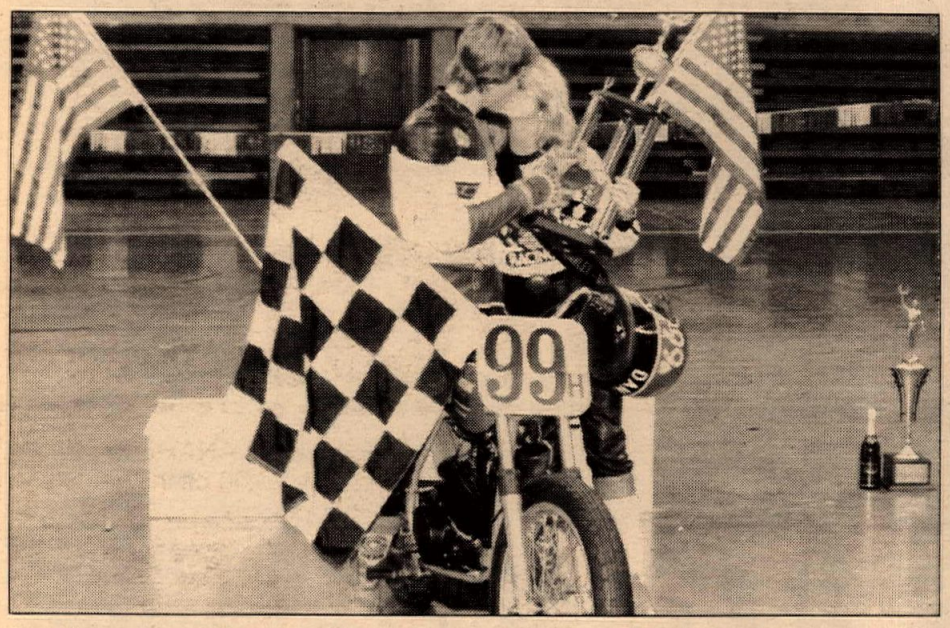
THERE IS A DIFFERENCE.

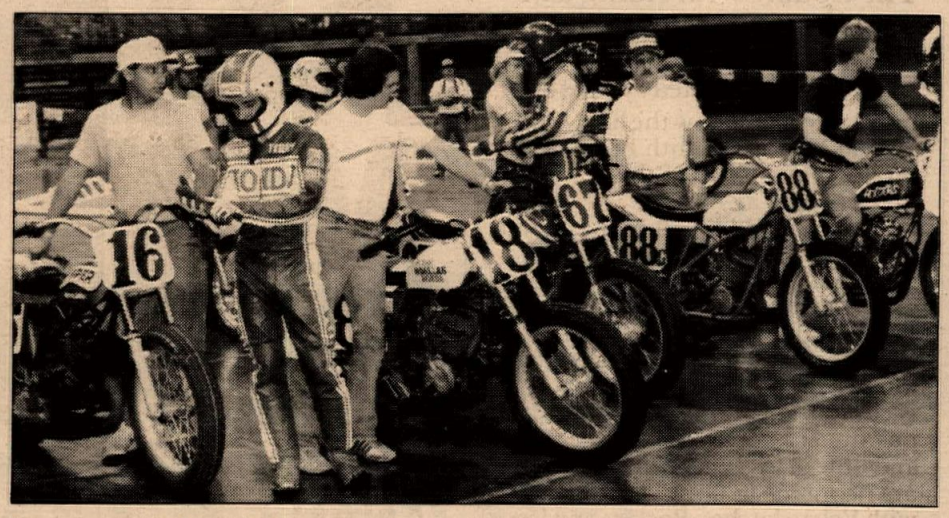
Dallas winner Terry Poovey sends a stream of bubbly skyward as third-place Ronnie Jones and Miss Harley-Davidson Regina Smith look on.



Poovey takes the checkered flag for a victory lap to celebrate his win. Poovey benefited from then-leader Bubba Shobert's fall in the early laps.



Dan Ingram set fast qualifying time but had trouble in the heat races. He made amends by winning the trophy dash—good for a check and a kiss.



Poovey pulls his gloves on prior to the start of the main. Seven National numbers made it through the combined-class field to make the main event.

Great American Shootout: Round 1

Poovey big man in Big D

By Frank Harrison

DALLAS, TX, NOV. 18

With $5000 up for grabs, a field of 12 Novices, 19 Juniors and 21 Experts, including 10 National numbers lined up before an enthusiastic crowd at Dallas' Reunion Arena. As they did the Mike Kidd-promoted Great American Shootout series got undeway tonight, with Kidd's former teammate and fellow Texan Terry Poovey sliding to the win on the slick concrete floor of the arena.

Time trials came first and when the clocks had stopped ticking, it was Indiana's Dan Ingram taking the top run. Behind him were Garth Brow, Chris Carr and Ricky Graham.

Heat races clicked off almost without a hitch, with fast and close finishes won respectively by Dan Ingram, Garth Brow, Chris Carr, Ricky Graham, Ronnie Jones, Billy Herndon, Terry Poovey and Bubba Shobert. The thriller heat of the night was heat number seven, where Terry Poovey took the lead after a restart. A four-way battle between Poovey, Kenney Larkin, Danny Huffman and Dan Bennett ensued, with the riders going through several turns handlebar to handlebar until Larkin went down, leaving Poovey comfortably out front.

Semi number one got off to a sizzling start, with previous Reunion winner Chris Carr grabbing the holeshot followed by Rusty Miskovski and Billy Herndon. Carr slid out in turn four and watched everyone pass by as he got restarted in last place. With Miskovsky leading followed by Herndon and Kenny Tolbert, Carr put on a spectacular show from last by passing J.R. Rawls, then picking off Johnny Johnson, then Dodd Dyson. He still had to settle for a fifth place, with Miskovsky, Herndon and Tolbert in the lead at the finish.

Semi two saw Dan Ingram briefly in the lead, by Bubba Shobert grabbed it down the back stretch, with Bubba Rush in third. Two big battles then began — Ingram worked hard on Shobert, and way back, Sammy Potter and Craig Louis fought it out to the finish — with the final tally reading Shobert, Rush, Ingram, Phil Culver, and Potter.

In the third semi, it was Poovey, Rusty Gourley, and Duane Duvall all the way as Ricky Graham fell early in the race.

In semi number four, Garth Brow grabbed the lead in turn one, followed by Ronnie Jones, with Charlie Orr and Scott Adams battling for third throughout the race. The top three at the checkered flag were Brow, Jones and Adams.

The trophy dash was probably the biggest slam-bang thriller of the night since it was Ricky Graham's last chance to make any money for the night. Ingram, Brow, Carr and Graham got off to a quick start, with Brow into turn one first as Graham careened into the hay bales against the wall, uninjured but out for the night. Then Chris Carr went down in turn three, leaving the battle to Ingram and Brow, with fast qualfier Ingram grabbing the flag and the kiss from Miss Harley Davidson, the soon-to-be-wife of Ricky Graham. Graham just didn't have a good night at all.

The main event lineup was something, with no less than seven National numbers on the grid. It was one of the Texas favorites, Bubba Shobert, quickly into turn one at the start, followed by Ronnie Jones and Terry Poovey, with Rusty Miskovsky and Garth Brow following down the backstretch. Bad luck for Shobert, however, as he went down, leaving the lead to Poovey, who then set sail. Brow and Rusty Gourley then zapped Miskovsky as Jones challenged Poovey. The challenge only made Poovey run a little faster. Down to a thrilling finish, it was still Poovey, Jones and Brow wheel to wheel. Brow picked off Jones on the last lap, with the finish order Poovey, Brow, Jones, Gourley, Adams, Herndon, Miskovsky, and Shobert. •

Results

1. Terry Poovey (Hon); 2. Garth Brow (Hon); 3. Ronnie Jones (Kaw); 4. Rusty Gourley (Kaw); 5. Scott Adams (Hon); 6. Billy Herndon (Hon); 7. Rusty Miskovski; 8. Bubba Shobert (Kaw).

80 AM: 1. Bill Richards; 2. Mike Hale; 3. Tim Kay.

250 AM: 1. Greg Duvall; 2. Mike George; 3. Dale Brooks.

PRODUCT EVALUATION

Malcolm Smith Professional Enduro Jacket

The trouble with riding a motorcycle is that you have to dress like a motorcyclist. That used to mean heavy, sweaty, ugly jackets. But now the hard-riding guys at Malcolm Smith Products are producing a state-of-the-art jacket that is light as a shirt, windproof, waterproof, and breathes. Besides, it is darned good looking.

Cycle News sent its most critical grump to test the new Malcolm Smith Professional Enduro Jacket in a fast trail ride from the desert to the pine mountains of Arizona. The garment is cut to fit comfortably in all riding positions. It is nicely styled, in red and blue or all blue. Cuffs and collar are neoprene foam, like a wet suit's, with Velcro latches. Pockets and front zipper are sealed with Velcro also. A neat, easy-latch belt stops any flapping and gives you that hourglass look. Across the back there is a zippered flap you can open when the heat is too intense, but for all our riding so far, the Gore-Tex lining breathed enough to keep us comfortable.

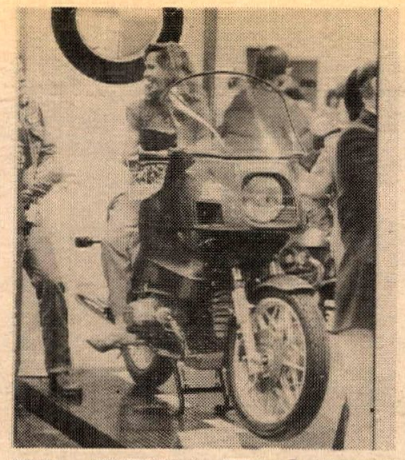
Gore-Tex is the new wonder fabric that is worn by skiers, mountain climbers and astronauts. It is a kind of expanded Teflon that lets sweat vapor out, but doesn't let water in. Thus, even on a hot, rainy day, you stay dry and comfortable. Bonded to nylon, as in Malcolm's new jacket, and lined with perforated motocross jersey cloth, the garment really does give riders the weather and crash protection that we need. We crash tested the jacket down a sharp rocky hill and found the strawberry factor minimal, surviving no worse for wear than if we'd worn a heavy horsehide jacket.

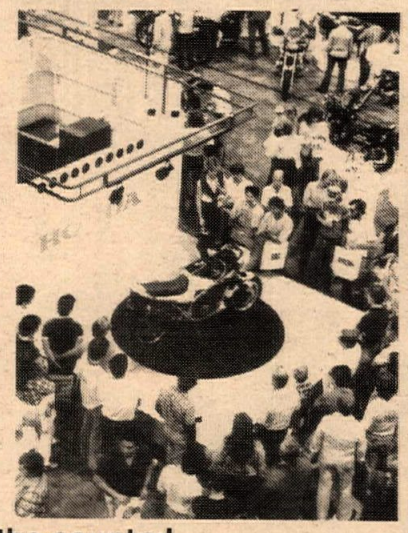
Even our resident grump could find no fault with the Malcolm Smith Enduro Pro Jacket. At $159.95 with a year's warranty, it will keep you comfortable and dry and safe and looking good. Not just enduro riders but any motorcycle rider will like this jacket. You can toss away the top half of your rainsuit.

The Malcolm Smith Gore-Tex jacket is available from Malcolm at 714/687-1300 or your dealer, just in time for Christmas.

Charles Clayton

Don't miss the Pro Rider Benefit Auction Sunday, Dec. 4, 3 p.m.





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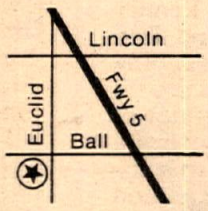

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Ed Lojak garnered his second consecutive National Hare Scrambles title by taking the overall win in the final round of the series.

Mechanical woes dropped Kevin Hines back to second overall.

SE&TRA Enduro Champion Darryl Kuenzer finished third.

AMA/Hi-Point National Hare Scrambles Series: Final Round

Lojak wins, takes title at Loretta Lynn's

By Dan McCauley
Photos by C.J. Coombs and McCauley

HURRICANE MILLS, TN, NOV. 13

Team Husqvarna's Ed Lojak charged to the overall win in the final round of the National Hare Scrambles Series held at Loretta Lynn's Dude Ranch and earned his second consecutive AMA/Hi-Point Grand National Hare Scrambles Championship crown. However, Lojak had to wait three days for the title win to be confirmed. A tabulation error in the AMA's scoring breakdown led to the title being awarded to Kevin Hines, who finished second overall for the day, in post-race ceremonies. Upon double checking and retabulating each rider's five best scores in the nine event series, Lojak came out on top, 126 points to 124 for Barry Avery. Hines dropped to third in the final standings with 123 points.

Can-Am factory rider Darryl Kuenzer and Barry Avery took third and fourth overall in the event, respectively.

At the riders meeting, organizer Dave Coombs asked one of the forefathers of off-road riding, John Penton, to address the 161 competitors. Penton's speech gave encouragement to the riders ready to test their skills for three hours on the eight-mile course.

The start was held in a large grass field, with riders immediately being funneled into a shallow creek section before heading onto the actual course. The Open and 250cc Experts started together first, followed by the other classes at one minute intervals.

Can-Am's John Martin, who finished second in the National Enduro Championship standings this year, was the first rider into the scoring barrels where riders were checked onto the course, with "the pack" right on his rear knobs.

After 20 minutes, the leader began his second go-around. However, it wasn't Martin. In fact, few recognized who the new front-runner was. It was Tony Mitchell, and he was really blazing his way around the hilly course on his 1984 Husqvarna 250 water-pumper. Although Hines got a poor mid-pack start, he had worked his way into second ahead of Lojak and Martin. Martin pitted to straighten a bent rear brake pedal.

Mitchell led through the start of lap three. When he stopped for gas, Hines jumped into the lead, chased by Lojak, Martin and Kuenzer.

Stoney Mitchell, Tony's brother, had taken the holeshot in the 200cc ranks but was passed by Hi-Point's Jack Penton. Riding a Cagiva 200, Penton had built up a comfortable lead.

A real battle was going on in the Senior class with KTM-mounted Al Zitta trying to hold off Husqvarna rider John Fero.

Hines led going into the fourth lap until his pit stop to refuel and Lojak and Martin blasted past.

By the fifth circuit, a true dogfight had developed between leader Lojak and Hines. Martin and Kuenzer were dicing for third, and Avery was running back in fifth, some five minutes behind the leaders.

Dropping all the way back to sixth, Mitchell rode out of the woods with his bike's silencer in his left hand. After repairs, Mitchell returned to the action, although his chances of winning had been shattered.

At the start of the sixth lap, Hines came through the scoring barrels in the lead, with Lojak nowhere in sight. As Hines maneuvered through the off-camber grass track section, Lojak came out of the woods in second, 15 seconds behind.

Mitchell wasn't the only rider experiencing difficulties, as mechanical problems began to hamper many other competitors. Martin broke a chain, repaired it and dropped back to fifth behind Avery.

Kuenzer, a two-time SE&TRA Enduro Champion, was doing an outstanding job holding third overall while riding with a flat rear tire, only three minutes off the pace.

Mounted on a 1983 Husqvarna 430 WR, Hines was beginning to stretch out a lead on Lojak on lap eight. With only one lap remaining, gas crew chief Buck Fox held out a pit board for Lojak which indicated he was a minute and 10 seconds behind.

With the National Championship on the line, the finish was guaranteed to be heartstopping. Spectators and pit crews gathered around the finish line, waiting anxiously to see who would win. Much to everyone's surprise, Lojak blasted from the woods and to the finish line first for the win.

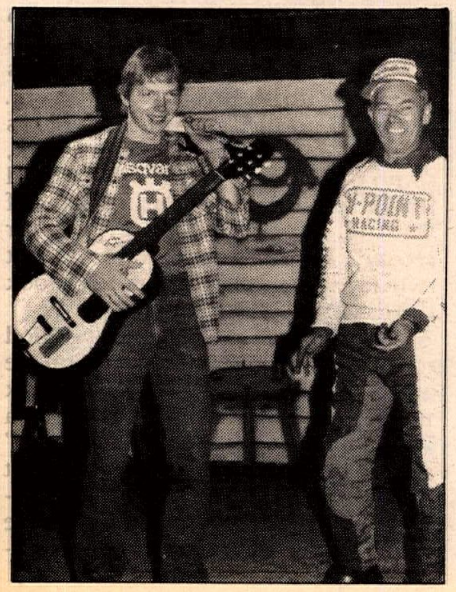
Lojak informed everyone that Hines had broken a chain a few miles back, so no one knew for sure who would finish second. After four minutes of waiting, Hines came charging in for second. Kuenzer, who rode the last two laps with a flat rear tire, took third, with Avery fourth.

"Kevin was riding really good today. At one point he came up on me and I let him around," said Lojak when it was all over. "I'm glad a Husky won the championship," added Lojak, who receives support from Jones Goggles, Hi-Point Racing, Bel-Ray and Izumi Chain. At the time, Lojak didn't know the title-winning Husky was his.

Stoney Mitchell heads downhill en route to the 200cc class win.

A flat front tire didn't stop John Fero from winning the Senior class.

Ed Lojak gladly accepted the winner's guitar from John Penton.



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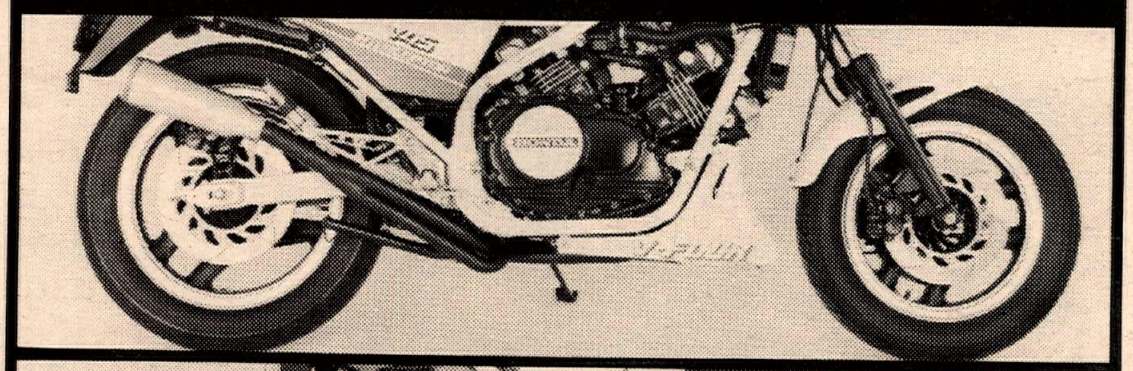

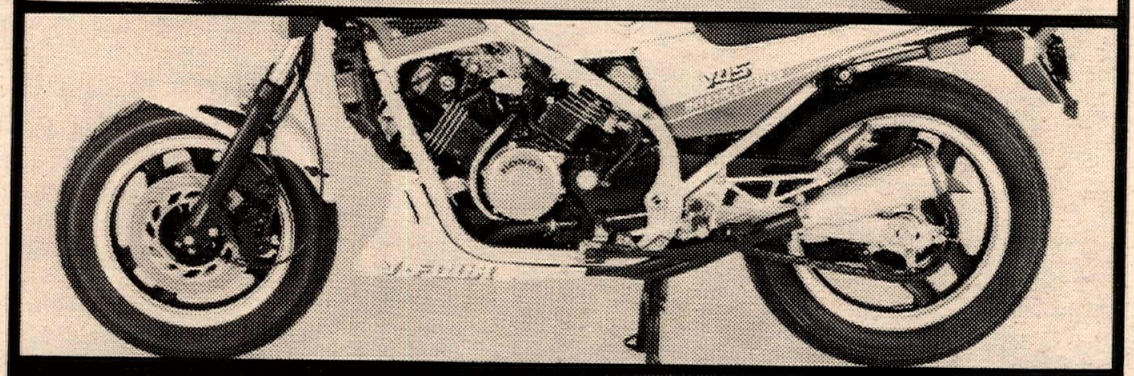

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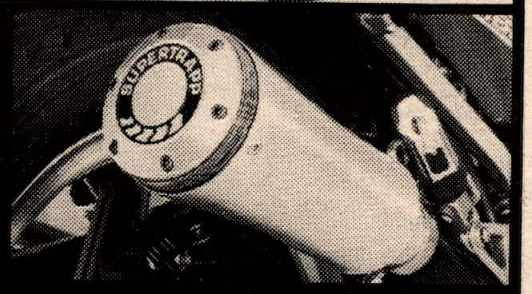

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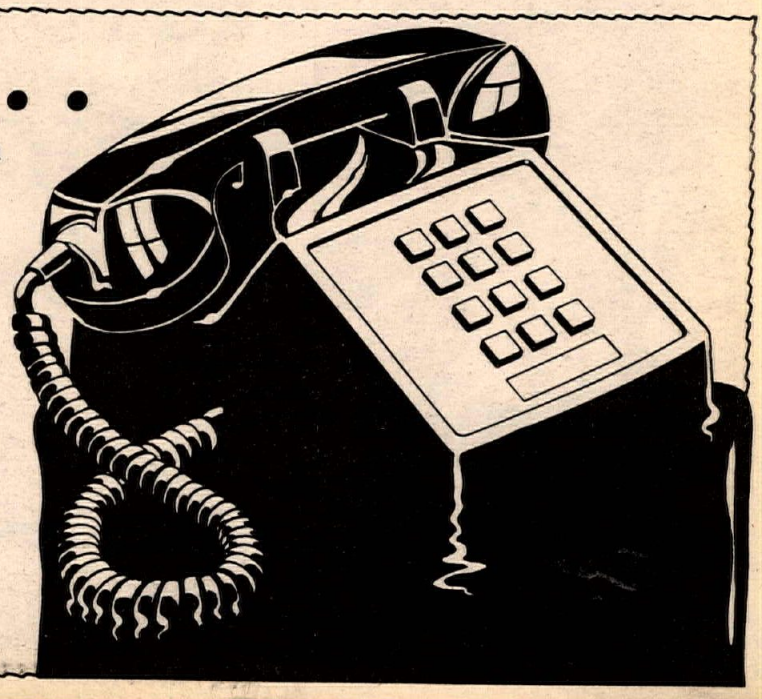


Darryl Kuenzer (left) and Ed Lojak (right) led the pack in the start of the 250cc and Open Expert classes.

Kevin Hines (center) relaxes afterward with two of his major supporters, girl friend Donna and father Paul.

Barry Avery and father discuss starting strategies.

"My whole season flashed before my eyes when my chain broke on the last lap while I was leading," said Hines. "There was no way I could fix the chain as it broke in the middle of a link." Lojak went by, but help for Hines arrived in the form of Dr. Charles Hyde, who was competing in the Super Senior class. He stopped and took the chain off his bike and gave it to Hines.

Less than two miles later, a potential disaster struck Hines again. "When my chain broke a second time, I thought somebody doesn't want me to win," said Hines. While Hines was repairing the chain, Kuenzer slowed and then went on. Hines caught and berserked past Kuenzer before the finish.

"This was some of the closest racing I've ever done," said Hines. "I would really like to thank the people and companies who have helped make winning this season possible — my girl friend, Donna, Paul Hines Racing, Hi-Point Racing, Malcolm Smith, Jones Goggles, and Morel's Husqvarna in North Attleboro, Massachusetts."

"I loved this course," said Kuenzer, "It was challenging because of all the hills, tight woods and rocks." Kuenzer concluded by saying, "My bike was running great—I'm looking forward to next year."

Avery said, "I made a big mistake today—I was trying to avoid flat tires so I ran 18 pounds of air in my tires and that was way too much. I was getting bounced all over, but I knew I could go faster. This wasn't a normal Dave Coombs run — there wasn't any mud."

Stoney Mitchell won the 200cc class after Penton dropped out. "I punched a hole in the side case and all the oil ran out, but that's rider error," said Penton.

Mitchell, who was mounted on a Kawasaki KDX200, said, "In the last four laps I was really starting to pour it on."

Kevin Foley, the Open and 250cc A Amateur MX National Champion, took second on his Yamaha IT175. Although unable to make the final round, Team Husky's Mark Hyde won the 200cc class championship.

"It's not my fault I'm this old," said Senior class winner John Fero. "I missed starting with the Experts," said the Malcolm Smith/Moto Race-sponsored Fero.

"Whoever that was that beat me today was going bloody fast!" said Can-Am's Jeff Smith. Emmett Cox, the Super Senior class winner, was who Smith was referring to. Smith earned the class title.

Richard "Doc" Martin, John's father, said, "I wish they wouldn't let those 45-year-old kids in our Super Senior class." Martin is 57.

Gary DeBock came from his home in Ontario, Canada, to win the Four-stroke class on his Honda XR200R. DeBock also wrapped up the Four-stroke title. "This was a fun series. I couldn't have done this without the help my dad has given me." Davidson Honda in Norwich, Ontario, also helps DeBock.

For winning the event, Lojak was awarded a beautiful guitar autographed by "the coal miner's daughter," Loretta Lynn. In addition, Lojak, Hines and Avery were presented with flower wreaths and champagne. John Penton awarded wooden plaques, shaped like guitars, to all winners. ●

Results

OVERALL: Ed Lojak (Hus).

OPEN A: 1. Kevin Hines (Hus); 2. Tom Buckles (Hus); 3. Tom Harris (Hus); 4. Keith Rodgers (Hus); 5. Joseph Lojak (Hus).

250cc A: 1. Edward Lojak (Hus); 2. Darryl Kuenzer (C-A); 3. Barry Avery (KTM); 4. John Martin (C-A); 5. Tony Mitchell (Hus).

200cc: 1. Stoney Mitchell (Kaw); 2. Kevin Foley (Yam); 3. Tony Hendon (Yam); 4. George Waller Jr. (Kaw); 5. Richard Dunn (Kaw).

125cc: 1. Bobby Thomas (KTM); 2. Edward Norra (Hon); 3. Rick Rueske (Yam); 4. Tim Howell (KTM); 5. Chris Burk (Yam).

OPEN B: 1. Paul Lemon (Kaw); 2. Willie Wolfe (Hus); 3. Buster Cox (Hon); 4. Fletcher Lambert (Hus); 5. Steve Mosely (Hus).

250cc B: 1. David Johnson (Hus); 2. Randall Henderson (Hon); 3. Robert Quigley (Hon); 4. Roger Ford (Yam); 5. Gary Jones (Mai).

SR: 1. John Fero (Hus); 2. Allan Zitta (KTM); 3. Jim Ford (Hon); 4. Dave Coombs (Yam); 5. Ralph Siebe (Mai).

SUPER SR: 1. Emmett Cox (KTM); 2. Jeff Smith (C-A); 3. Donald Harless (Hon); 4. Johnny Lee (Mai); 5. Jerry Massey (Mai).

4-STROKE: 1. Gary DeBock (Hon); 2. Allen Barker (C-A); 3. James Liggett (Hon); 4. Vince Pearry (Hon); 5. Don Carqueville (Hon).

PRODUCT EVALUATION

MXL BermBuster gloves

Choosing stylish, color-coordinated hand protection for the dirt can be a trying process. Too often, efforts to look the best on the track can result in a trick-looking pair of gloves that fall apart after a single ride, or don't fit properly and cause those painful blisters to appear. Immediately upon donning a pair of the MXL BermBuster gloves, you will notice that they conform to the exact shape of your hand, plus are quite attractive.

The secret to the fine fit is an expandable mesh fabric on the sides of the fingers, which allows the glove to stretch enough to accommodate several different sizes. MXL took advantage of the feature and only offers two sizes—small and large. The small will fit both small and medium-sized hands, while the large model will take care of almost anything of the larger variety.

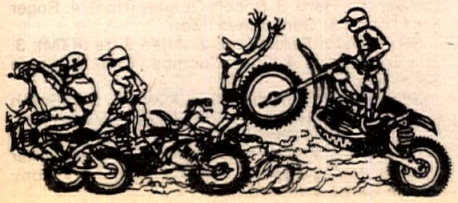
The palm and finger contact areas are made of leather, and the palm area is fully padded. A 3/4-inch wide leather strip is double-stitched onto the thumb area, just where we find gloves tend to rip apart first. The approach works well enough, and we found no sign of any tendency toward split seams in the area.

A breathable material forms the back of the glove, and also has the stretch feature. A 1/8-inch thick foam padding is stitched to the backs, and continues onto the fingers for a bit of extra protection.

The BermBuster is one of the few gloves we have found that has adequate room inside around the thumb area. That feature alone was enough to sell us, but we also appreciated the way they held up. We used them in the woods and managed to paint them with various shades of tree sap, but no rips, splits or tears surfaced. The stretch feature will usually allow the gloves to give just enough to prevent any detrimental damage.

Overall, you can't go wrong with the BermBuster gloves. They offer the perfect combination of fit, performance, and style. You have your choice of two color schemes — red, white and blue or black, white and yellow. The adult model retails for $28.99. A junior model for ages 9-14 goes for $24.99, while a kid's size is available for $21.95. For more info, contact National Hydron, Inc., 1764 Rohrerstown Road, Lancaster, Pennsylvania 17601.

Tom Kolnowski



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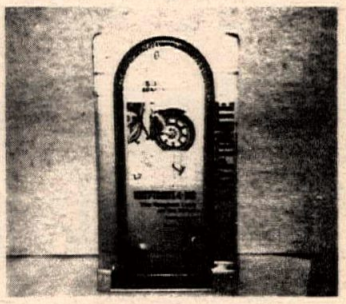

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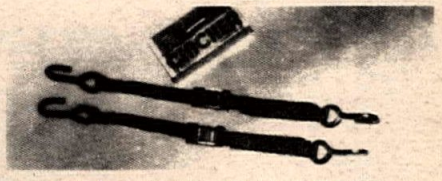

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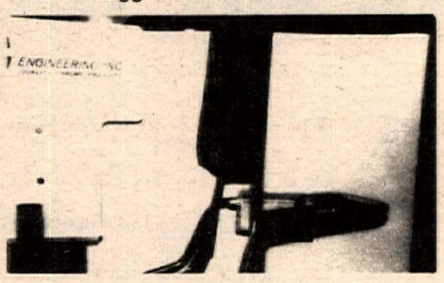

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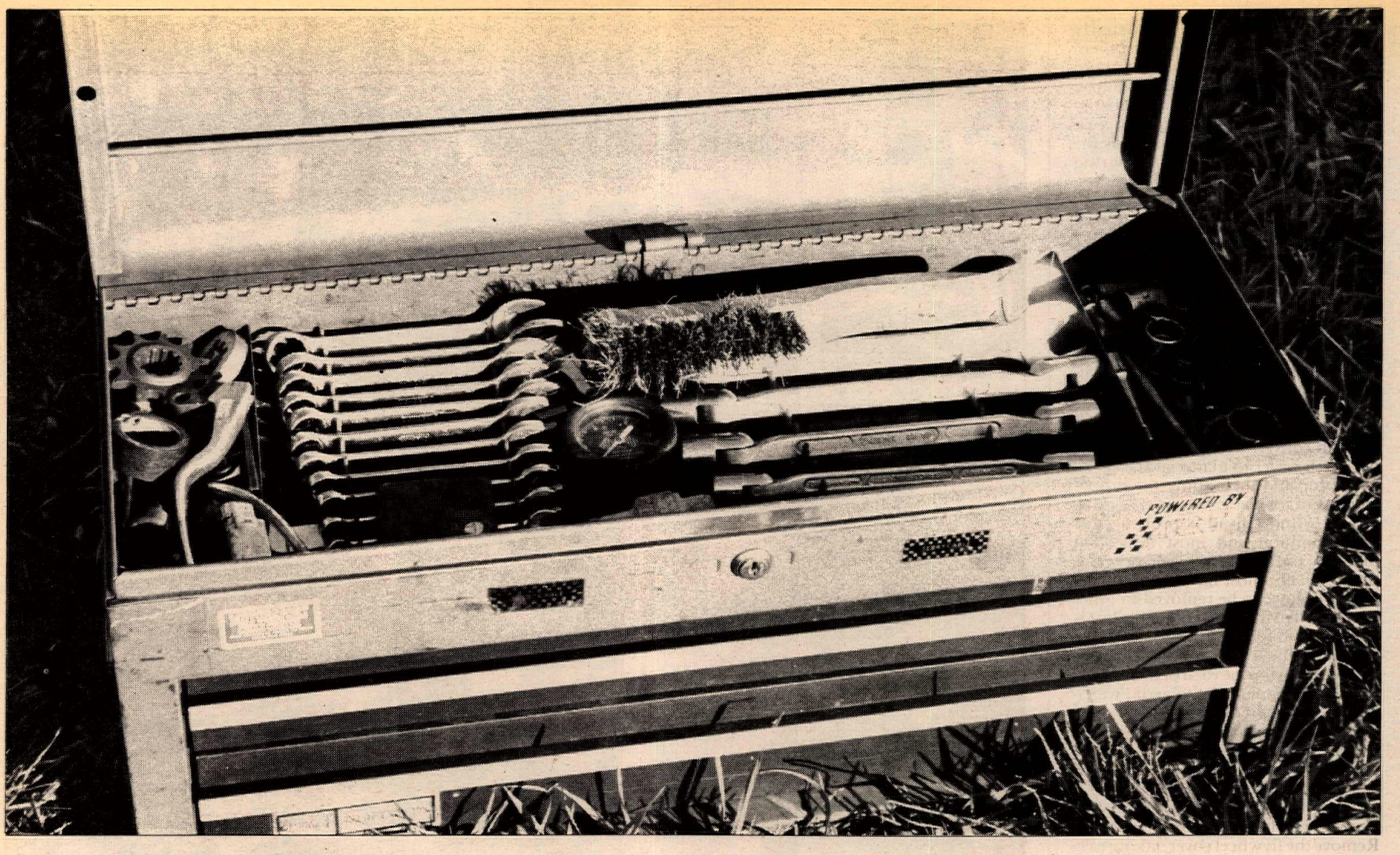


Dirt bike prep: Part 1

Wrenching for maximum reliability

By Tom Kolnowski

We've all heard the story about the guy who went out and bought the latest dirt weapon, pushed it up the ramp into his van, and with little more effort than adding petrol to the tank, drove straight up the interstate highway to the nearby motocross/enduro/hare scrambles/ISDE qualifier and effortlessly sailed to the win in his class. Sure, it happens, at least as often as the local trophy-grabber who signs a mega-buck factory contract. We would like to suggest a slightly different approach to off-road bike maintenance, rather than the add-gas-and-forget-it method — basic preventative wrenching.

Try to resist the temptation to immediately put your new scooter through its paces. Instead, boost it up onto your favorite work stand and give it a thorough examination. As you scope out the bike, try to imagine what *could* go wrong. It doesn't hurt to adopt the attitude that every single component is a potential problem area. Your bike takes enough abuse in the dirt — don't give Murphy's Law an open invitation to strike.

Most of our recommendations for preparing a sparkling new machine for competition or heavy duty use as a weekend trail bike are quite basic. We're working from the premise that common sense set up and maintenance is the best route to consistent finishes, or in the case of trail riding, for a successful outing. Everything we'll be talking about can also be applied to a well-used machine, but you might find that various parts will need replacing before you can continue with the bike's dirt preparation process.

Before you start

In addition to a bike in need of attention, chances are that you will need to pick up at least some of the items on the following list. Most can probably be found in the tool box of the average dirt rider. A few are specialty tools, and in that case it helps to know someone who might have one to lend. The rest are basic lubricants, readily available from the local bike shop or auto parts store. Make a list of what you will need, along with replacement parts required in the case of a used bike. Here's a recommended list:

Torque wrench
Metric sockets
Open and box-end wrenches
Assorted screwdrivers
Allen wrench set
Flywheel holder
Air pressure gauge
Hack saw
Safety wire
Duct tape
Plastic electrical tape
Zip ties
Extra fuel line
Graduated or baby bottle
Funnel
In-line fuel filter
Silicone sealant
Air filter oil
Fork oil
Transmission/sump oil
Chain lubricant
Spray silicone lubricant
Waterproof grease

Wrenching rundown

If you're like most dirt riders (and we include in that category members of the *Cycle News* staff), we would be willing to wager that your new bike already has at least a modicum of foreign matter scattered about its once-pristeen exterior. A new machine simply *begs* to be ridden, but as we said before, try to exercise your will power and leave it at rest until after the basic preparation has been completed. At this point, your mission will be to get the machine as clean as possible. Since you will be disassembling various components, the lack of accumulated dirt can only help your cause. To remove some of the more stubborn blemishes, try a dose of household spray cleaner (such as Formula 409). Once cleaned and dried, your bike is ready for dissection.

Our attention will be devoted to a pair of Husqvarnas, which are good examples of the current state of the art in dirt machinery. The first, a 1984 Husky 250WR, is one of the most sought after enduro bikes. (Special thanks to Barry and Patti Higgins of H&H Maico/Husqvarna/KTM of Mableton, Georgia, for supplying the machine and offering their advice.) The second is a Husky 175XC of 1983 vintage, which has seen many hard miles of off-road action at the hands of a *Cycle News* staffer. If you're a motocross devotee, remember that nearly all of our recommendations are equally pertinent to your bike.

With tools, lubricants and other required items close at hand, begin by removing the side panels. To make reassembly easier, locate a small container in which to store the various fasteners and washers. That will keep them from getting lost or rolling away. Remove the seat, making a mental note as to the proper order of washers and rubber grommets on each fastener you remove. Turn the fuel petcock to the off position, slip the fuel line off and pull the gas cap breather hose out of its mounting. Remove the tank mounting bolts and any rubber straps which may be at the rear of the tank. Before pulling the tank off, note the proper routing of cables and wires which run under it. Your bike should resemble the one in photo A at this point.

The ignition coil should be in plain view, nestled near the main frame backbone. Snug down the coil mounting bolts, as well as the ground wire. Note that we said "snug" and not overtightened — keep in mind that a stripped or broken fastener can easily ruin your riding day.

A dab of silicone sealant at the point where the ignition wire enters the spark plug cap will keep moisture out and the sparks flowing. Most bikes have a mass of wires which converge at the frame backbone. A few zip ties will keep them in their appointed places away from the cylinder head.

Trace the ignition wires down the frame, again securing them as needed with zip ties or duct tape. The point where they enter the crankcase is normally sealed with a rubber grommet and is another potential problem area. A coating of silicone sealant will give a measure of extra protection from moisture or dirt in the flywheel/magneto area (see photo B). Make one last check to make sure all wires in the area are fully plugged into their respective sockets.

On enduro mounts, the power to keep your lights burning is generated in the flywheel/magneto area. Again, trace these wires to the respective switches and lamp sockets, securing them to the frame as needed. For an extra measure of protection for the

lighting wires which are usually exposed on the rear fender, feed them through a length of fuel line (see photo C). If you intend to compete in enduros, check with other riders in the vicinity to see if you will be required to have an operating brake light. If so, this is the time to install switches and wiring needed to comply with the regulation.

The owner's manual supplied with most bikes usually has a list of recommended torque values for most of the fasteners on the bike. As a general rule, you will find that the majority of your uses for a torque wrench may be confined to engine components. It is still a welcome tool on many other fasteners, including swingarm bolts, triple clamps and in areas where overtightening may be a problem. If you plan to purchase one, be sure it is calibrated in both standard and metric units. While you can convert to the required units, it's much easier to glance at the specified value and then apply the proper amount of torque.

The cylinder head is probably the most common and most important place to use the torque wrench (see photo D). On most bikes, the exhaust pipe will have to be removed in order to reach all of the head bolts. While it is important to follow the recommended torque value closely, it is equally important to torque each of the bolts to exactly the same value to avoid warping the head. On certain models, there will be a set of studs which secure the cylinder also. Set all to the proper torque.

The flywheel, whether it is the external or internal type, is also a prime candidate for a torque wrench. Remove the flywheel cover, taking care to leave the gasket intact if one is used. A flywheel holder (not to be confused with a flywheel *puller*) is a specialized tool designed to prevent the flywheel from rotating while being tightened or loosened. If you are unable to locate one, it would be best to leave well enough alone. However, with the holder in one hand and a torque wrench in the other, tightening the flywheel becomes a simple, yet important task. Wipe away any accumulated moisture from the cover, run a bead of silicone sealant around the mating surface and fasten the cover. If you have one, a T-handle allen head wrench or Phillips screwdriver will speed the process. Your entire ignition system should be bulletproof by this time.

Whether your bike has been ridden or not, it's a good idea to drain the transmission or sump oil. With any amount of time on the motor, you will likely find the oil is littered with minute metal particles. Getting those particles out of your bike's bloodstream as soon as possible can be highly beneficial, especially when the internal parts are going through the break-in process.

Before replacing the drain plug, you might want to gain a little peace of mind by drilling a hole through the head for a length of safety wire. Install the plug and tighten it, then thread the safety wire through the head and around the closest frame member, making sure that you are pulling in the proper direction to tighten the plug. Using a graduate or baby bottle, calibrated in metric units, measure out the specified amount of engine oil or transmission lubricant (check to see what is recommended for your bike) and feed it into the motor.

At this point, remove the top of the carburetor and pull the slide assembly out of the body. The carburetor should be easily removable, so loosen the hose clamps and pull it away from the bike. Force a shop rag into the intake manifold opening to keep out any foreign matter. The air box, our next matter of attention, should be readily accessible for servicing.

Since the air filter may not have been coated with oil before the bike was crated at the factory, pull it out and wash in solvent. After it dries thoroughly, pour on a layer of your favorite filter oil and wring out the excess. Set the completed assembly aside.

All of the meticulous care that you give your air filter will be for naught if you allow dirt to pass into the air flow through the air box/carburetor boot junction. On many bikes there is a hose clamp on each end of the boot—probably the most fail-safe method. All you need do is pay attention to the tautness of the clamps. Others have the boot simply force-fit into the air box, with rivets or other fasteners to hold it in place. In this case, many top off-road riders run a bead of Shoo-Goo, a substance similar to silicone sealant, around the perimeter of the boot. Silicone can be used as a second choice.

For an extra bit of waterproofing, especially in the case of enduro machinery, a few meters of duct tape applied to strategic areas in the air box will do wonders (see photo E). Try to envision all of the possible ways that water may try to enter the air box, then lay down the tape to force it to flow elsewhere. Your filter will stay cleaner and drier.

Reinstall the filter after applying a layer of waterproof grease to the seating surface. After pulling the rag out of the intake manifold, maneuver the carburetor back into position, then insert the slide and tighten the carb top. Check the tightness of the fasteners holding the reed case to the cylinder if applicable.

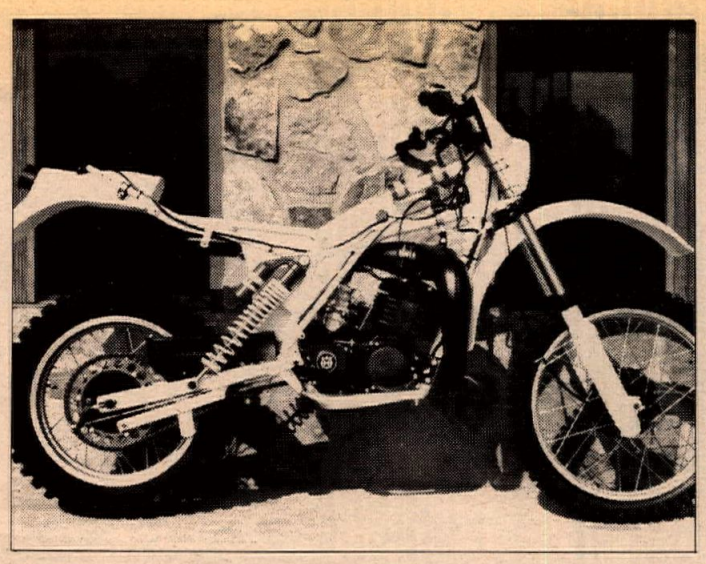
With your tube of silicone sealant in hand, apply a generous amount to the throttle cable/carburetor top junction (see photo F). While most bikes will have a rubber boot in this area, an extra bit of insurance may keep your bike running under inclement weather conditions.

With the carburetor installed and buttoned down, check for the proper routing of the throttle cable and overflow hoses. Most bikes also have a crankcase breather hose, so check its routing. In cases where the hose is simply pushed into the crankcase filler cap, such as on earlier Husqvarnas, a dab of silicone sealant will keep it in place. Use zip ties as required for a secure mounting.

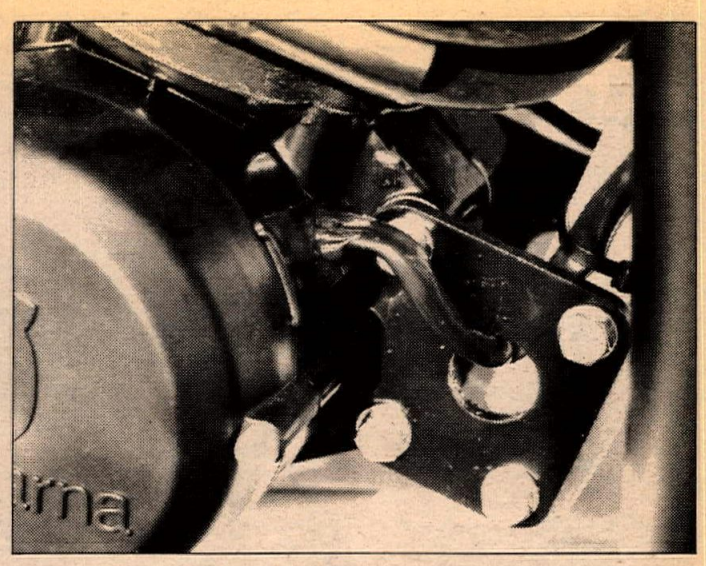
On water-cooled machinery, check the radiator mounts and tighten all hose clamps on the plumbing. Top off the coolant level with the recommended fluid mixture. Don't assume that since your bike is factory-fresh that all components are ready for action—in many cases they are not.

Finish off your meticulous attention in the engine area by checking all of the motor mounts. On many machines, they are notorious for loosening, and a few minutes spent here may well save your riding day. Since the torque readings on many of these fasteners may be quite high, the use of six-point (hexagon shape) sockets rather than the more common 12-point variety may save you from rounding off the corners of the bolt heads in this area.

At this point, take a well deserved break. Your job, dare we say it, is roughly half over. In our next installment, we will delve deeply into suspensions, wheels, brakes and miscellaneous other areas which will require attention before you are indeed ready to tackle the dirt. •

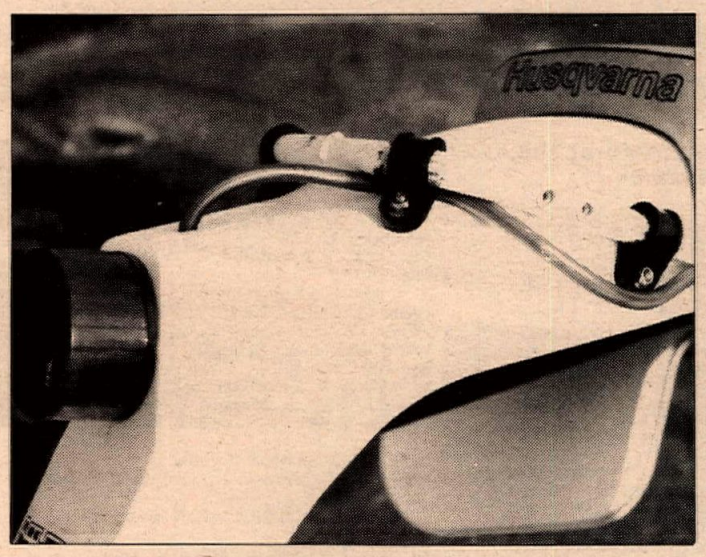


A. Once your bike is cleaned, dried and stripped of the seat, tank and plastics, the detail work begins.

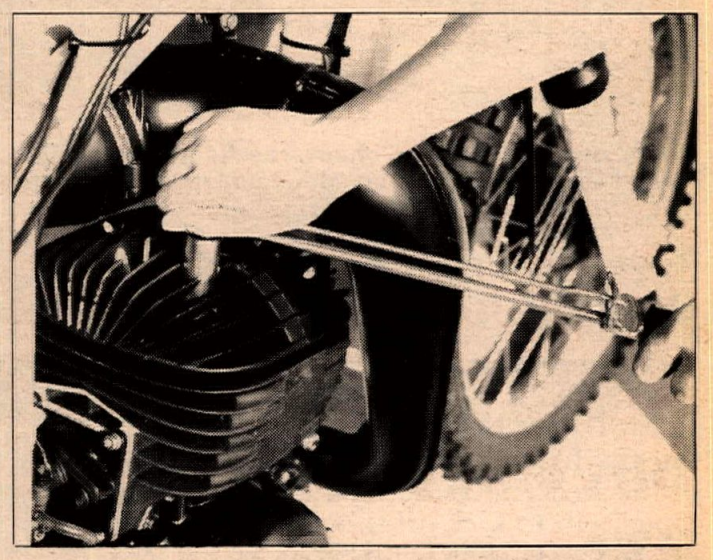


B. Sealing the point where ignition wires enter the crankcase can prevent many future problems.

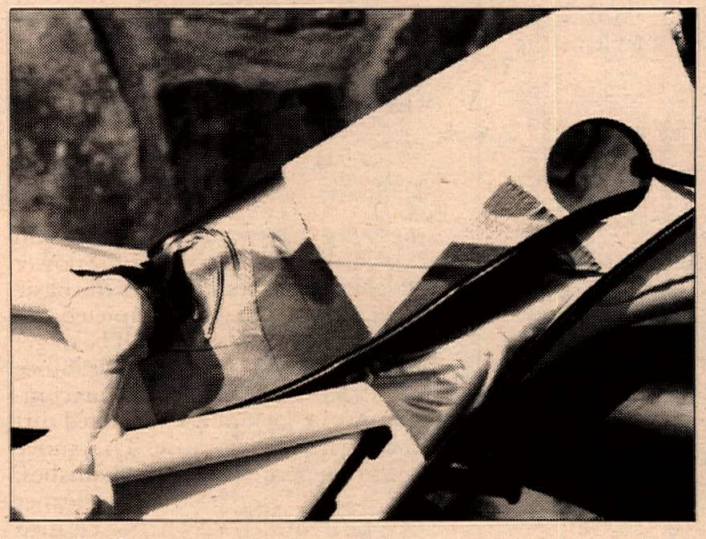
C. Running your lighting wires through a length of fuel line results in a clean, tidy set-up.



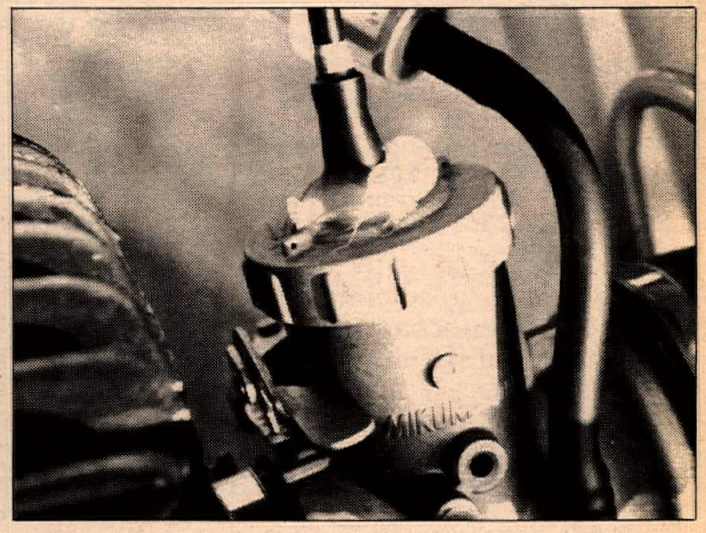
D. Learning how to properly use a torque wrench is one of off-road riding's basic maintenance skills.



E. A few minutes spent taping the vicinity of the air box may well keep you going in the wet.



F. Silicone sealant provides for a quick and easy method of banishing carburetor gremlins.



Desert Hotline

Dan Ashcraft takes the checkered flag in his 250cc Expert win at the Desert Daisies ES. He also added an Open Expert win to his tally.

Husky duo continues at Desert Daisies ES

By Shirley Upp

BARSTOW, CA, NOV. 11-12

It was Dan Ashcraft (Hus) taking the first Husky checkered of the weekend as he took the Open win to kick off this two-day event put on by the Desert Daisies.

Saturday

Coming back after a couple of month's off due to injuries it was Ted Hunnicutt (Hus) with the early lead at the bomb. But after the first of three laps on this tight, rocky course it was Ashcraft leading with Hunnicutt second. Chris Crandall (Hon) had moved up and was third ahead of Dan Smith (Hus), who came in and changed a back flat.

At the finish it was another win for Ashcraft. He had worked up a sweat, not knowing for sure how close the next rider was to him. Crandall got by Hunnicutt to take second with Hunnicutt third.

Over on the Novice course it was Jeff Loftman who took an early lead and for three laps made the Rovers club mighty proud as he took the overall win. Robert Wethern got around Glenn Tamura on the second lap as these two speedsters took second and third. Tony Perry took a well-earned win in the Beginner race.

Second race of the day was the exciting Senior event. Recently turned Senior Ron Hall took an early lead and held it until the first sandwash. Hall stated it sure felt good to be out in front; it had been a long time. It was C bike ace Larry Gordon who then took the lead at the sandwash and held it from there. At the end of lap one it was Hall running second and leading the 250cc class. Art Knapp had the lead in the Open class at third overall. Bill Healy had a nice lead in the Open Amateur class. The top 250cc Amateur was hotshoe John Logan, and Mike Dyott had another nice lead in the Novice class. After three very rough laps Gordon pulled in for his well-earned first, first overall. Gordon liked the course, saying, "You always love it when you win!" Knapp took second overall. Wayne Goodman had an outstanding ride to finish third overall, first in the 250cc class. Hall finished his ride at fourth overall.

In the 250 race it was all Ashcraft as he led from start to finish. Eric Hallgath's move up to the 250cc class proved to be the right move as he held second all the way. Gary Charters (Suz) held his own with the young men today as he came around at third but had to drop out later with a flat tire and moving up to take third was John Blakeney.

The C bike race went hands down to Duane Summers as he led from start to finish on his hot 125 Cagiva. John Braasch took second and after a hard ride it was Charlie Morris Jr. taking third overall and first in the Amateur class.

Diane Holeman took the lead and won easily in the Women's race. Finishing second was fast Amateur Victoria Scott, while in the Novice race Joanna Needham took top honors.

Sunday

The Open class started first and past the bomb Crandall had the lead, but he crashed. Hunnicutt then took over until he also went down. So it was Chuck Stearns in the lead with Dan Smith (Hus), who was dead last off the line, up to second. Ashcraft, who also had trouble getting started and then had a flat, was third. Next was Tom Kelly, who had lost his back brake.

Stearns soon started tiring out from his recent illness and about halfway around the second lap Smith took the around the second lap lead and after three laps came in for the win. Kelly's wild ride ended with him taking a second followed by Kevin Hopkins and Stearns. In the Amateur race it was Robert Zahnow first in class.

In the 250cc race, Eric Hallgath led from start to finish for the overall win, despite crashing five times! Ed Pierce had a good ride, running second all the way.

The Vet race was without a doubt the most exciting race of the day! Doug Grant came around in the lead with Richard Jackson second. Monte Lee came by at third with Bill Saltzman fourth. In the Novice race Jim Robinson was out in front of this hard-charging group and he would lead them all to the finish.

On lap three Jackson caught Grant and these two diced it out for a good ways. Grant did a couple of slide-outs, giving Jackson the edge for the overall win. Grant pulled in for second and to shake Jackson's hand. Saltzman got by Lee to take third with hard-riding Mike Martin fourth.

Results

OP EX: 1. D. Ashcraft; 2. C. Crandall; 3. T. Hunnicutt.
OP AM: 1. C. Rimlinger; 2. T. Holtz; 3. J. Partain.
OP NOV: 1. J. Loftman; 2. R. Wethern; 3. G. Tamura.
OP BEG: 1. R. Perry; 2. 415; 3. D. Glover.
250 EX: 1. D. Ashcraft; 2. E. Hallgath; 3. J. Blakeney.
250 AM: 1. E. Ogden; 2. A. Matthews; 3. G. Johnston.
250 NOV: 1. D. Covington; 2. K. Spies; 2. K. Young.
250 BEG: 1. D. Hopkins.
C EX: 1. D. Summers; 2. J. Braasch; 3. V. Van Zee.
C AM: 1. C. Morris Jr.; 2. J. Wentz; 3. A. Guzman.
C NOV: 1. C. Crandall; 2. J. Parkins; 3. M. Guertin.
C BEG: 1. T. McNabb; 2. D. Becker.
VET OP EX: 1. D. Grant; 2. W. Saltman; 3. R. Jackson.
VET OP AM: 1. M. Boal; 2. J. Shuttleworth; 3. J. Thompson.
VET OP NOV: 1. E. Thomas; 2. B. Adams; 3. J. Robinson.
VET 250 EX: 1. G. Charters; 2. D. Ellis; 3. W. Anderson Jr.
VET 250 AM: 1. C. Loonsfoot; 2. J. Jones; 3. R. Paproski.
VET 250 NOV: 1. R. Vaughn; 2. T. Morgan; 3. B. Howell.
SR OP EX: 1. A. Knapp; 2. B. Saltzman; 3. C. Morris.
SR OP AM: 1. B. Healy; 2. C. Horst; 3. D. Varner.
SR OP NOV: 1. M. Dyott; 2. S. Harris; 3. L. Bonham.
SR 250 EX: 1. W. Goodman; 2. R. Hall; 3. A. Guzman.
SR 250 AM: 1. T. Estep; 2. C. Behrle; 3. B. Tartter.
SR 250: 1. 0113x.
SR C EX: 1. L. Gordon; 2. W. Eveland; 3. G. Purser.
SR C AM: 1. J. Logan.
WOM EX: 1. D. Holeman; 2. Jolene Payne; 3. D. Hopkins.
WOM AM: 1. V. Scott; 2. S. Robbins; 3. C. Waggoner.
WOM NOV: 1. J. Needham; 2. E. Scott; 3. C. Sain.
TEAM RACE: 1. R. Jackson/D. Smith (Hus); 2. K. Loonsfoot/C. Morris (Suz); 3. B. Farrell/R. Baehr (Suz).
OP EX: 1. D. Smith; 2. T. Kelly; 3. K. Hopkins.
OP AM: 1. R. Zahnow; 2. J. Trotter; 3. R. Patrick Jr.
OP NOV: 1. J. Loftman; 2. N. Karavidas; 3. S. Gildea.
OP BEG: 1. 415; 2. R. Perry; 3. D. Glover.
250 EX: 1. E. Hallgath; 2. E. Pierce; 3. C. Pettigrew.
250 AM: 1. E. Ogden; 2. B. Shanner; 3. G. Johnston.
250 NOV: 1. D. Covington; 2. H. Deanpersinger; 3. K. Hodgdon.
250 BEG: 1. 308x; 2. D. Wilson; 3. J. Leathers.
C EX: 1. D. Summers; 2. T. Elias; 3. J. Braasch.
C AM: 1. C. Morris Jr.; 2. J. Wentz; 3. A. Guzman.
C NOV: 1. S. Dalton; 2. J. Parkins; 3. B. Crawford.
C BEG: 1. S. Adams.
VET OP EX: 1. R. Jackson; 2. D. Grant; 3. B. Saltzman.
VET OP AM: 1. G. Ames; 2. M. Boal; 3. J. Shuttleworth.
VET OP NOV: 1. J. Robinson; 2. E. Thomas; 3. S. Cameron.
VET OP BEG: 1. D. Bryan Austin; 2. S. Yarber.
VET 250 EX: 1. M. Lee; 2. W. Anderson Jr.; 3. R. Hall.
VET 250 AM: 1. J. Jones; 2. C. Loonsfoot; 3. D. Wilson.
VET 250 NOV: 1. J. Gilpin; 2. R. Vaughn; 3. T. Morgan.
SR OP EX: 1. B. Saltzman; 2. L. Elias; 3. J. Gillingwators.
SR OP AM: 1. C. Horst; 2. B. Healy; 3. E. Hales.
SR OP NOV: 1. J. McClure; 2. S. Oberle.
SR OP BEG: 1. P. Street.
SR 250 EX: 1. D. Postma; 2. A. Guzman; 3. R. Hall.
SR 250 AM: 1. R. Watson; 2. C. Behrle; 3. T. Estep.
SR 250 BEG: 1. J. Reeves.
SR C EX: 1. D. Kersting; 2. L. Gordon; 3. W. Eveland.
SR C AM: 1. V. Scott; 2. C. Waggoner; 3. S. Robbins.
SR C NOV: 1. J. Needham.

Roeseler cruises to D-38 win

By Loretta Pipkin

CALEXICO, CA, NOV. 13

Larry Roeseler and his 500XC Husky blasted their way to the overall win in the Fudpucker Racing Team's annual D-38 MineShaft Scrambles. Four 20-mile loops made up the course in the shadow of Mt. Signal on the U.S. side of the Mexican border. Roeseler had the lead off the start but Robbie Nolan (Yam), Ed Foland (Cag) and Jeff Bennett (Yam) were dogging his trail until they got into the mudhills and Roeseler began to pull away. By the time he had run seven miles down the old jeep trail he had his tormenters out of his dust. After six more miles of sandy wash, whoop-de-doos around and up the hill into home check, the big Husky was purring while Roeseler was taking a Sunday ride a minute and a half ahead of Nolan. Foland was third a minute later with Bennett on his fender.

Out on the second loop Parham's Perch was causing a bottleneck as riders laid it down to dodge the ones who got off in front of them. Nothing serious; just frustrating. Then came Roeseler, riding a slight line to the side (on course) and he cleared the top airborne, landing clean and not missing a stroke. Ending lap two he pulled another minute on Nolan, who in turn had put another minute on Foland. Senior Novice Charlie Baker passed Bennett, whose bike sounded like it had a cold. Gordon Clark (Kaw) and Rick Dennison (Yam) were having their own race while chasing Foland.

Roeseler sailed in to the finish with a three-minute cushion on Nolan. Somewhere in the last six miles Clark and Dennison slipped by Foland to finish third and fourth with the feisty 125 fifth.

Dave Hutton slid in for the Senior win while Vet Expert Ed Mundy (Suz) took his class over hard chargers Brett Cushing and John Peterson (Kaw). Roger Lopez out-distanced King Thompson in the Open Amateurs while Open Novice Jack Mamer took his second class win in his second race.

Results

OPEN EX: 1. Larry Roeseler; 2. Bruce Smith; 3. Steve Basin.
250 EX: 1. Robby Nolan; 2. Gordon Clark; 3. Jeff Bennett.
125 EX: 1. Ed Foland; 2. Jim Tucker; 3. Bob Bell.
SR EX: 1. Dave Hutton; 2. WC Thorton; 3. Charlie Baker.
VET EX: 1. Ed Mundy; 2. Brett Cushing; 3. John Peterson.
OPEN AM: 1. Roger Lopez; 2. King Thompson; 3. Bob Towne.
250 AM: 1. Rick Dennison; 2. Bill Lyons; 3. Alan Seamen.
125 AM: 1. Bob Bird; 2. John Bird.
VET AM: 1. Phil Foifle; 2. Dick Dennison; 3. Bob Huff.
OPEN NOV: 1. Jack Mamer; 2. Apodara Arlordo; 3. Fred Angulo.
250 NOV: 1. Andy Whetstone; 2. Scott McCormick; 3. Dick Griffen.
125 NOV: 1. Khris Moore; 2. Mike McCoy; 3. Mike Pipkin.
SR NOV: 1. Chuck Nelson; 2. Ted Scott.
VET NOV: 1. Bill Russell; 2. Bill Ammon; 3. Tom Campbell.

Sampson wins second CRC Enduro

By Mike Klinger

RED MOUNTAIN, CA, NOV. 6

KTM-mounted Scott Sampson shined for the second month in a row, outlasting over 500 riders to win the California Racing Club's Iron Horse Enduro. Sampson, along with second overall Mark Wiechmann, were the only riders to zero the 84-mile, three-loop course. Kelvin Grass (Open C) beat Douglas Whelden by five seconds for the overall among the two-loop entrants and again Scott Jacobsen (Mini A) took one-loop honors.

Loop one was a fairly easy loop but the promoters threw in a small hitch. The course ran through the rocks and at 7.9 miles the special test started, but the problem was that the check-in was a tie-breaker check. Do you hit it early in your minute to save some seconds or do you zero it but stand the chance of losing valuable seconds leaving the test? This question was probably considered by every rider. Due to a lack of manpower, only two checks were used on loop one along with the pit check. Jacobsen was the

only one loop rider to zero the 31-mile event, losing 30 seconds. Going down to the wire, the battle in the Mini A class is still tight. Scott Bristol finished fourth overall behind Mini A Mike Chamberlain Jr. and 250cc C-16 Gregory Snyder.

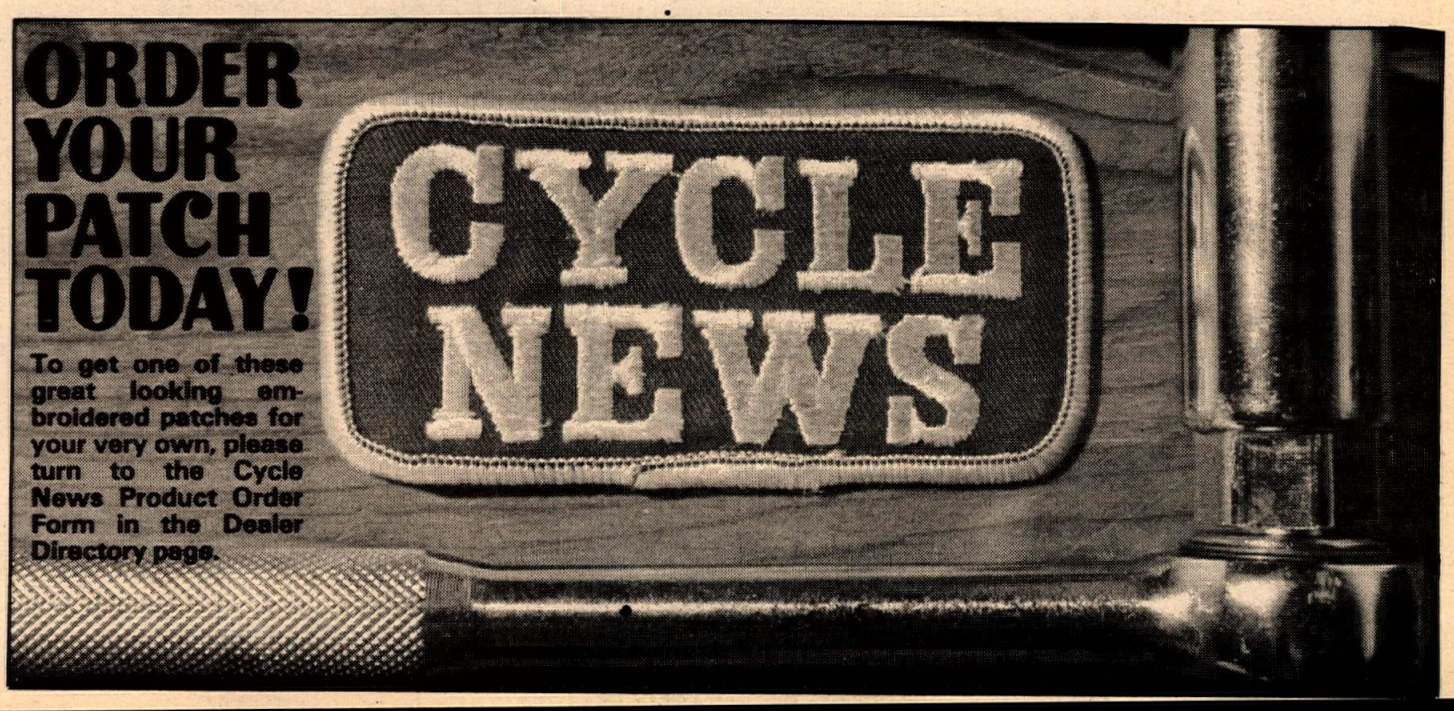
Behind the once-famous Charlie's Place and into the Spangler Mountains, loop two was started. The riders traveled a long distance, about 15 miles, before the first check was encountered. The special test for loop two was also puzzling. The check-in was at 29.4 miles, almost the end of the loop! The check-out was the last check of the loop for this 36 mph section. Three riders were only seven seconds apart for the overall win. Grass lost one point and 81 seconds to top Whelden (1.86) and third-place finisher Kendall Baillie (1.88). In the hotly contested Women's A ranks the season championship is going down to the wire. Shauna Hopkins picked up her second win in a row, dropping 2.132. Kawasaki of Pasadena's Kathy Herndon was second, losing 2.144.

The first nine miles of loops one and three were the same course with loop three branching off into the sand hills. At 10.4 the special test started and started hard at 42 mph. This fast speed only lasted for seven-tenths of a mile and then remained a still-fast 36 mph for a little over five miles. Sandwiched in the special test was one of those downhills that at the top you cannot see the middle of the hill. At the top of the virgin downhill was a sign that read, "What goes up must come down!" This one was a real elevator ride with the check-out for the test at the bottom.

Sampson's unbelievable score of 28 seconds for the 84 miles was one of the best scores in a long time. But watch out! Ex-desert racer Wiechmann is a missile. Just learning to keep time, Wiechmann lost an impressive 46 seconds, one of only two zeros, for the day. Following Sampson and Wiechmann were AA riders Rick Daniel (1.47), Everett Angle (.172) and Randy Daugherty (1.79). Todd

Results

OVERALL: 1. Scott Sampson; 2. Mark Wiechmann; 3. Rick Daniel.
OPEN AA-SR: 1. Harry Keast.
OPEN AA-SSR: 1. Harold Holsted.
200 AA-U: 1. Mark Cook.
250 A: 1. Robert Burtis; 2. Tim Curtis; 3. Randy Pretzer.
MINI A: 1. Scott Jacobsen.
200 A-16: 1. Todd Johnson.
OPEN A-4ST: 1. Jim Bollingmo Jr; 2. Skip Cristy.
OPEN A-SR: 1. Mervyn M. Murray; 2. Clifford Oysart; 3. Mike Chamberlain.
250 A-SR: 1. Warren Stirling.
OPEN A-V: 1. Wayne Stanfield; 2. Bob Neal; 3. John Jacobsen.
250 A-V: 1. Bill Daniel.
200 A-V: 1. Bruce Boring.
200 A-W: 1. Shauna Hopkins; 2. Kathy Herndon.
OPEN ATV: 1. John M. Staffel.
OPEN B: 1. Bill Throckmorton; 2. Bill Kuentz; 3. Lawrence Weber.
250 B: 1. Darrell Norman; 2. Scott Napavance; 3. Gary Zweifel.
200 B: 1. James Weber; 2. Donnie Simone; 3. Steve Gaska.
200 B-16: 1. Darren Dysart.
200 B-4ST: 1. Tony Casaga.
OPEN B-SR: 1. Don Roberts; 2. Ed Waldheim; 3. Jim Dysert.
200 B-SR: 1. Fred Veator; 2. Rick Hamner.
OPEN B-SSR: 1. Martin Beck.
OPEN B-V: 1. Peter Vakovsky; 2. James Broomfield; 3. Pete Skorheim.
250 B-V: 1. Steve Holladay; 2. Dean McCoy; 3. George Chase.
200 B-V: 1. Dave Johnson; 2. John Barnett.
200 B-W: 1. Kristi Hamner; 2. Kathy Sweeny.
OPEN C: 1. Kelvin Grass; 2. Kendall Baillie; 3. Charles Broomfield.
250 C: 1. Douglas Whelden; 2. Leon Throckmorton; 3. Jim Bailey.
200 C: 1. Bill Dennis; 2. Paul Beck.
125 C: 1. Geoff Wittig.
MINI C: 1. Darin Trippensee; 2. Rob Peters.
250 C-16: 1. Gregory Snyder.
OPEN C-4ST: 1. Dave Wheldon; 2. Jay Livingston.
OPEN C-SR: 1. Wayne Embree; 2. Gary Trippensee.
250 C-SR: 1. James M. Ussery; 2. Pat Gunter.
OPEN C-SSR: Dan Walton.
OPEN C-V: 1. Jerry Geiger; 2. James Janzen; 3. Barry Bushatz.
250 C-V: 1. Tom Wiggins; 2. Steve Graham; 3. Roger Banowet.



Western hotline

Earl Roloff will be sporting the number-one plate next year after claiming the AFM Championship after the last race of the year at Willow Springs.

Competition tough at California State MX Championships

By Terry Whytal

ORANGE, CA, NOV. 19

Several days of rain pryor to this third annual AMA North vs. South State Championship left the Saddleback course rutted and rough but offering superb traction for the nearly 300 riders who came to play in the dirt at the Saddleback motocross-promoted event.

Greg Zitterkopf made his move to Kawasakis pay off in the Open Pro class by scoring a 2-1 overall win in the class. Honda-mounted Gordon Ward held off Kawasaki rider Mike Pearce for the runner-up slot with Ian Fitz-Gibbon taking fourth on his Yamaha.

Yamaha rider Vince McMahon battled with Honda-pilot Larry Brooks throughout the first 250cc Pro moto with McMahon holding onto a slight lead at the finish. Brooks gated well in the second moto, however, and McMahon was never able to move into striking distance and had to settle for second as Brooks took the overall win. Micky Dymond claimed the number three slot at the payoff window, pushing his Husky waterpumper to the checkers in front of Honda-mounted Val Tameitti.

Honda rider Brian Manley swept both 125cc Pro motos in front of a tough three-way battle for second. Kurt Hendricksen bested the other competitors to take second overall honors ahead of Suzuki-mounted Doug O'Donnell and Kawasaki pilot Taylor Marcell.

Yamaha rider Mercedes Gonzales dominated the Women's Pro race, sweeping both motos in commanding fashion to take home the big money. Suzuki rider Karen Leitinger kept the pressure on Gonzales in both motos but had to settle for second overall ahead of Yamaha rider Debbie Matthews and Suzuki pilot Kitty Mayfield.

Suzuki rider David Clements continued the South's domination of the championship by winning the Open Intermediate class over Honda riders Casey McCoy and Kenny Garnica.

Glen Wells powered his Honda to the 250cc Intermediate win over Yamaha-mounted Ron Economu and third-place finisher Bill Scott, who rode a Honda.

Alan Olson took charge of the Vet Expert race despite tough competition from Honda rider Danny Sanchez and Yamaha pilot Tom White, who finished second and third respectively behind the Husky-mounted Olson.

Honda ace Shawn Kalos flew his 80 Pro Linker to the Mini Expert win. Yamaha rider Mike Young gave chase in both motos but had to settle for the runner-up spot at the checkers. Butch Stillmock placed his Kawasaki third overall with KX-mounted Tommy Seidel rounding out the top four.

Results

STATE CHAMPIONSHIP RESULTS

OPEN PRO: 1. Greg Zitterkopf (Kaw); 2. Gordon

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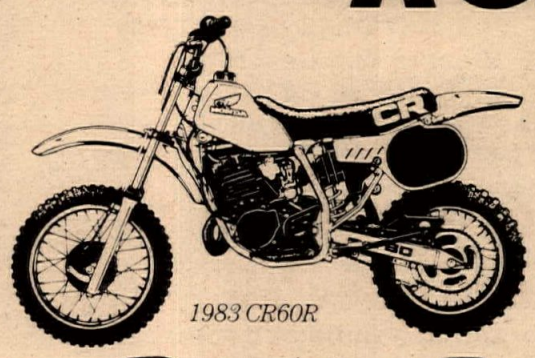
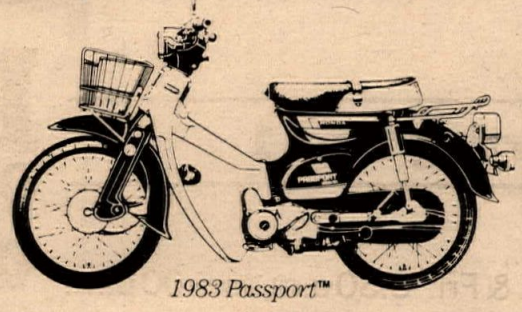


1983 CR60R



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Ward (Hon); 3. Mike Pearce (Kaw).
250 PRO: 1. Larry Brooks (Hon); 2. Vince McMahon (Yam); 3. Micky Dymond (Hus).
125 PRO: 1. Brian Manley (Hon); 2. Kurt Hendricksenn (Yam); 3. Dough O'Donnel (Suz).
WOMEN PRO: 1. Mercedes Gonzales (Suz); 2. Karen Leitinger (Suz); 3. Debbie Mathews (Yam).
OPEN INT: 1. David Clements (Suz); 2. Casey McCoy (Hon); 3. Kenny Garnica (Hon).
250 INT: 1. Glen Wells (Hon); 2. Ron Economu (Yam); 3. Bill Scott (Hon).
125 INT: 1. Billy Frank (Yam); 2. Willy Surratt (Hon); 3. Richie James (Suz).
WOMEN INT: 1. Jeri McClinton (Mai); 2. Pam McDonald (Yam); 3. Tami Hart (Hus).
OPEN NOV: 1. Steve Law (Mai); 2. Scott Paul (Hon); 3. Mike Vaillancourt (Yam).
250 NOV: 1. Kenny Noland (Yam); 2. Tony Escujuri (KTM); 3. Tom Baken (Suz).
125 NOV: 1. Steve Kendall (Suz); 2. David Scharwzutt (Hon); 3. Mark Davenport (Jawa).
WOMEN NOV: 1. Lisa Petersen (Hon); 2. Kay Mann (DMS); 3. Roxanne Ray (Hon).
VET EX: 1. Alan Olson (Hus); 2. Danny Sanchez (Hon); 3. Tom White (Yam).
VET INT: 1. Kieth Petrangelo (Yam); 2. Dick Frampton (LTM); 3. George Kohler (Yam).
VET NOV: 1. Behgt Johhansson (Hon); 2. Jim Smith (Hus); 3. Jeri McClinton (Mai).
WOMEN VET: 1. Sue Brannan; 2. Patti Steubner; 3. Denise Devines.
MINI EX: 1. Shawn Kalos (Hon); 2. Mike Young (Yam); 3. Butch Stillmock (Kaw).
MINI INT: 1. Colin Karcher (Kaw); 2. Jeff Capt (Kaw); 3. Jeff Mabery (Kaw).
MINI NOV: 1. Sean Blanchard (Kaw); 2. Rick Kolchowski (Kaw); 3. Todd Hicks (Suz).

Roloff clinches AFM title

By Lori Tyson

ROSAMOND, CA, NOV. 20

Earl Roloff captured the 1983 overall Championship at the last American Federation of Motorcyclists' race of the season in a scenario reminiscent of the European finaly between Kenny Roberts and Freddie Spencer. Jim Poet had to win the 600cc Modified Production race and he had hoped that Roloff wouldn't finish second or Roloff would take the number-one plate by two points. And we all know what happened in Europe — that's exactly how it ended here at Willow Springs, Roloff took second and clinched the title.

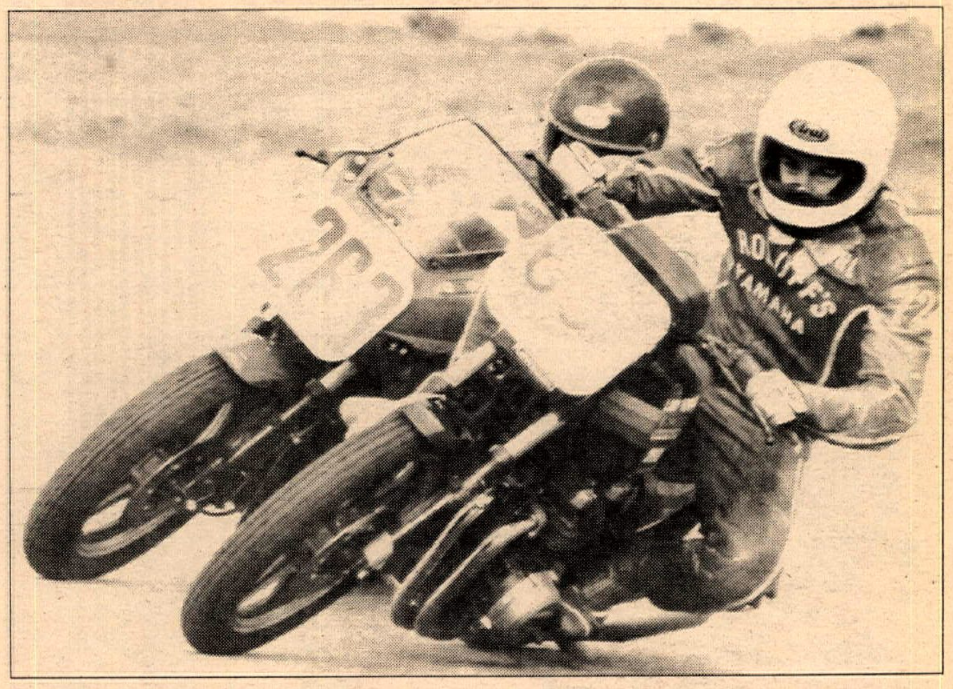
But Roloff didn't just kick back and bask in the glory, he went out an rode three other races, taking class championships in the 600cc Modified Production, 750cc Stock Production, 750cc Modified Production and taking his thirteenth consecutive 750cc Stock Production win.

"It feels great to be number one, we're going home and celebrate. I'd like to thank my dad, Earl Roloff, Sr.; my brother, Craig; Joe Bruton, Spectro Oil and Dunlop," commented Roloff.

Roloff will be campaigning a 750cc Interceptor superbike sponsored by Flow-rite in the Nationals next year, as well as competing in club events.

Poet, who will bear the number-two plate next year, took the 600cc Super Street victory after a pass-and-repass match with Frank Mazur, who is quickly becoming acclimated to his new ride — the Curt Jordan Honda that gave Steve Reynosa so many wins in this class last year.

After crashing hard earlier in the day and ruining his new leathers, ABC Racing/Kal-Gard-sponsored Las Vegas-racer Mike Williams put on his old "frog suit" leathers and took his first AFM win the the 750cc/Open Super Street. Williams took the overall win on his 750cc Interceptor amidst the excited screams of his fan club



Roloff (631) dices with Jim Vreeke before taking the 750cc Modified Production class win at Willow Springs. Vreeke finished a close second.

—wife Rita and family. The rain had started to fall just as the green flag dropped and that, along with very strong winds, made for treacherous going. But Williams didn't appear a bit fazed by the weather; although a lot of the southern California riders seemed to be having quite a bit of trouble handling the slippery conditions, and either slowed considerably or crashed. Kevin Dolan took his third Open-class victory of the day as he finished behind Williams.

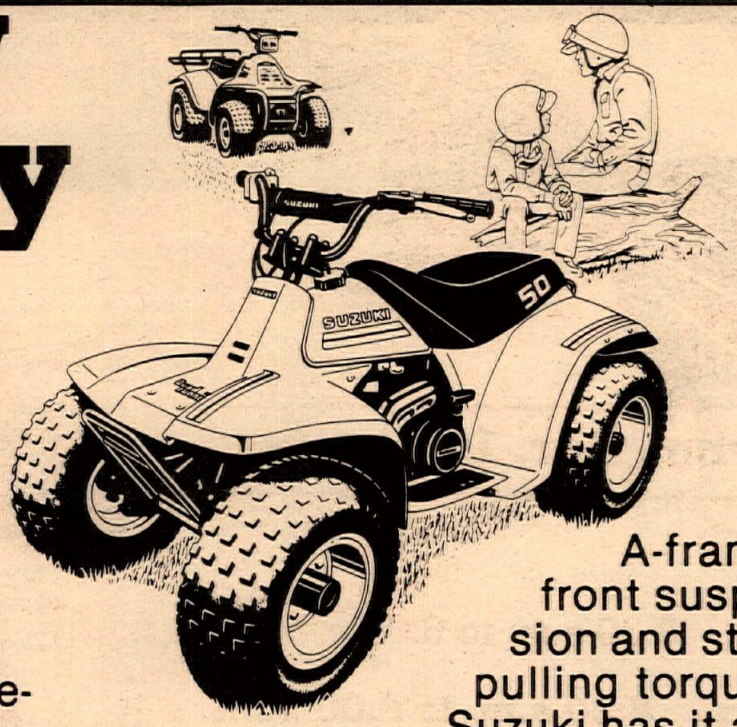
Aaron Post and Rookie-of-the-year Todd Brubaker took turns leading the 600cc Stock Production, and as the race wore on, Brubaker was able to grab the lead and retain it to take the trophy. Post took second with Marty Vogel riding a lonely third. Fourth place was hard fought with Ed Ragle, Mike Williams and Frank Mazur duking it out for that spot. Williams was ahead at the flag. But Mazur was able to garner enough points from his day of racing to confirm a number-three plate in the club for next year, after two consecutive

Family getaway plan.

Quadrunner 185

Quadrunner 50

Quadrunner 50 shown with optional footboards.



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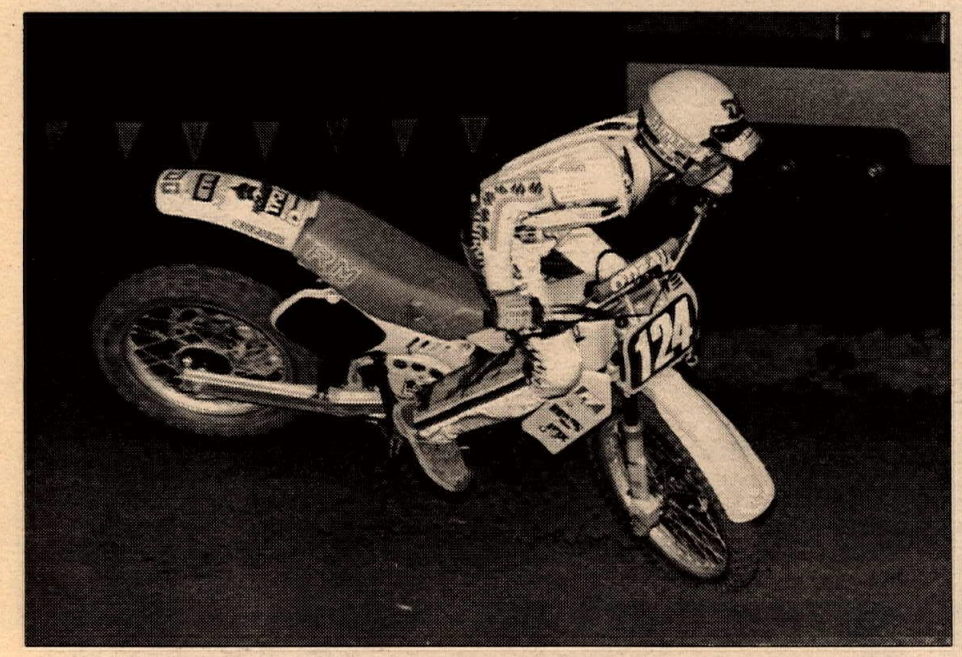
Western hotline

(Above) This rider has been reading too many Kerker ads. (Below) Robert Cadwell, like many others, had problems over this new section at Corona.



Terry Ducker took top honors in the 250cc Pro class during CRC's motocross at Edwards AFB.

years holding down number one. 750cc class Bernd Koegler will wear number four in 1984.

Results

SIDECARS: 1. Taylor/Garnett (Kaw); 2. Essaff/-Crueger (Kaw); 3. Sloan/Hardwick (Kaw).
FORMULA 4A: 1. Dwayne Lane (Hon); 2. George Gereau (Kaw).
FORMULA 4: 1. Steve Dyer (Hon); 2. Eric Kondo (Yam); 3. Terry Yarger (Yam).
FORMULA 4O: 1. Carl Foster (C-A); 2. James Huff man (Yam); 3. Loyal Ream (Hon).
OPEN STK PROD: 1. Kevin Dolan (Kaw); 2. Doug las Hunter (Kaw); 3. Richard Kohn (Suz).
750 STK PROD: 1. Earl Roloff (Kaw); 2. Jim Vreeke (Kaw); 3. Dave Garoutte (Hon).
600 MOD PROD: 1. Jim Poet (Kaw); 2. Earl Roloff (Kaw); 3. Todd Brubaker (Kaw).
450 MOD PROD: 1. Clint Whitehouse (Yam); 2. Scott Moore (Yam); 3. Andy Leisner (Yam).
FORMULA I: 1. Larry Shorts (Hon); 2. Denny Doherty (Kaw); 3. Kerry Bryant (Suz).
OPEN MOD PROD: 1. Kevin Dolan (Kaw); 2. Richard Kohn (Suz); 3. Douglas Hunter (Kaw).
750 MOD PROD: 1. Earl Roloff (Kaw); 2. Jim Vreeke (Kaw); 3. Michael Carrell (Kaw).
FORMULA 3: 1. Chris Steward (Yam); 2. Bob DeWitt (Yam); 3. Tom Sera (Yam).
600 SUPER STREET: 1. Jim Poet (Kaw); 2. Frank Mazur (Kaw); 3. Walt Nitto (Kaw).
750 SUPER STREET: 1. Mike Williams (Hon); 2. John Williams (Hon); 3. Bernd Koegler (Hon).
OPEN SUPER STREET: 1. Kevin Dolan (Kaw); 2. Michael Johnson (Yam); 3. Alan Satterlee.
OPEN TWIN: 1. Brent Ross (Yam).
750 TWIN: 1. Michael Johnson (Yam); 2. Jim Schmidt (Nor); 3. Bill Fenessey (Yam).
SINGLES: 1. Carl Foster (C-A); 2. Marty Lentz (Yam); 3. Loyal Ream (Hon).
600 STK PROD: 1. Todd Brubaker (Kaw); 2. Aaron Post (Kaw); 3. Marty Vogel (Kaw).
450 STK PROD: 1. Phillip Smith (Yam); 2. Richard Davis (Suz); 3. Steve Fleming (Hon).

Bussey, Lacy aces at Corona Night MX

By Nate Rauba

CORONA, CA, NOV. 18

A new section of track gave many riders fits at Corona Raceway tonight. Replacing the old two-jump finish stretch was three smaller, sharp jumps that had many riders either crashing or getting way out of shape.

Kevin Bussey (John's Cycle/Hon) didn't have much trouble with the section on his way to beating the Mini Novices. Bussey holeshot the first moto and built a small lead over Jason Collier (Honda Support) and Ronnie Martin (Roost Factory/Kaw) on the first lap. Behind Bussey a four-way battle for second was forming between Collier, Martin, LOP's Andy Norris (Kaw) and Billy Paugh (Kaw). On the third lap, Norris went by Martin, and Paugh went by both into third. A lap later, Paugh had reeled in Bussey and passed him for the lead, while Norris moved by Collier for third. But when the white flag came out, Paugh was nowhere to be seen and Norris was in the lead with Bussey breathing down his neck. Norris held him off for the win, with Collier and Martin following in third and fourth, respectively.

Brad Eddinton (Kaw) was first off the line in moto two, followed by Martin, Bussey, and Collier. The order stayed the same for the first two laps, with the exception of Norris moving into fourth ahead of Collier. Bussey got by Martin at the beginning of the third lap and set out after Eddinton. For two laps, the two stayed very close; not more than a bikelength separating them. When the white flag flew, Bussey bounded into the lead and held it for the lap to take the win. Eddinton finished a close second, with Martin and Norris bringing up third and fourth.

Bryon Petrie (MC Country/Cag), Mike Nitti (Hon), Tim Inman (Suz), and Hank Torres (Yam) all crammed into the first turn fighting for the lead of the opening 125cc Novice moto. Petrie emerged in first with Nitti and Torres close behind. By the second lap, Petrie had a comfortable lead and John Burr Cycle's Gary Lacy (Hon) had moved into second. Lacy caught Petrie within a lap, and as the two set out to fight for the lead, a good battle for third was shaping up between Torres, Kevin Bauman (DG/Hon), and B.J. Millpaugh (Suz). Bauman got Torres in one corner, only to be re-passed on the following uphill by both Torres and Millpaugh. A few turns later, Bauman made up his position on Millpaugh, but once again got re-passed. A couple of laps later, Bauman crashed hard and was out for the night and Millpaugh stole third from Torres. Meanwhile out front, Petrie and Lacy were still battling for the lead. The battle continued until the final lap, when, two corners from the finish, Lacy went down. He remounted quickly enough to retain second, as Millpaugh hung on for third.

Petrie grabbed the holeshot in the second moto, followed closely by Lacy, Torres, and Tim Benson (Yam). Lacy zapped Petrie at the end of the first lap and wasted no time in building a comfortable lead while Benson and Millpaugh displaced Torres to fifth. Lacy soon found himself all alone out in front as Petrie fell way off the pace and easily cruised to the win. Benson and Millpaugh emerging ahead at the white flag and staying there to the end.

Results

HIGH SCHOOL
MINI NOV: 1. Dino Terraciano (Hem); 2. Medardo Juarez (Col); 3. Greg Whtie (Hem).
MINI SR: 1. Tony Heine (Hem); 2. Brian Raleigh (Cer); 3. Robin Mizokami (Hem).
WOMEN: 1. Robin Mizokami (Hem).
125 NOV: 1. Mike Dondel (Hem); 2. Robert Cadwell (Col); 3. Mike Dailey (Cer).
125 SR: 1. Mark Lopera (C/N); 2. Keith Morabito (C/N); 3. Tim Malcolm (C/N).
175 NOV: 1. Mike Dondel (Hem); 2. Paul Park (L.A.); 3. Mike Slipich (Hem).
175 SR: 1. Keith Morabito (C/N); 2. Mark Lopera (C/N); 3. Randy Maletta (C/N).
250 NOV: 1. Joe Picchiottino (Hem); 2. Robert Dailey (Cer).
250 SR: 1. Ray Groom (Kaw); 2. Mark Neff (Hem); 3. Rob Dunham (M.V.).
OPEN NOV: 1. Shaun Hanson (Hem); 2. Joe Picchiottino (Hem); 3. Fred Mulder (Cer).
OPEN SR: 1. Gordon Ward (Col); 2. Rob Dunham (M.V.); 3. Mark Neff (Hem).
UNATTACHED
MINI BEG 13 +: 1. Brian Royer (Hon); 2. Brian Sanchez (Kaw); 3. Jimmy Groge (Yam).
MINI BEG 12-: 1. Kevini Esnoult; 2. Charles Vice (Suz); 3. Dana Wiggins (Hon).
MINI INT: 1. David Poltz (Kaw); 2. Anthony French (Kaw); 3. Mike Burdette (Kaw).
MINI EX: 1. Scott Brown (Hon); 2. Andy Northrup (Hon).
125 BEG I: 1. Pat Ryan (Hon); 2. Jim Kuntz (Suz); 3. Mike Collins (Hon).
125 BEG II: 1. Richard Shaw (Yam); 2. Phil Wurster (Kaw); 3. Don Graves (Kaw).
125 NOV: 1. Gary Lacy (Hon); 2. B.J. Millpaugh (Suz); 3. Hank Torres (Yam).
125 INT: 1. Greg Bender (Hon); 2. Alex Mansfield (Kaw); 3. Steve Stevenson (Hon).
125 PRO: 1. Thomas Combs (Yam).
250 BEG I: 1. Joel Mohr (KTM); 2. Mike Meier (Yam); 3. Joe Shmoe (Suz).
250 BEG II: 1. Don Wilhorn (Yam); 2. Kyle Sankiecoiecz; 3. Don Kiggle (Suz).
250 NOV: 1. Jeff Stvens (Yam); 2. D. Wooldrige (Hon); 3. Steve Scrape (Hon).
250 INT: 1. Joe Rincon (Kaw); 2. Jopn Ellenberger (Yam); 3. Scott McKay (Yam).
250 PRO: 1. Darrin Yenzer (Hon); 2. Rob Van Damme (Suz); 3. Alex Miller (Hon).
OPEN NOV: 1. Chris Micklos (Suz); 2. Brian Fremling (Yam); 3. Ken Owens (Suz).
OPEN INT: 1. Kenney Garnica (Hon).

Hensley smokes CRC MX at Edwards

By Terry Rezek

ROSAMOND, CA, NOV. 13

Southern California riders get only two chances a year to ride the Edwards Air Force Base track and its reputation as a tough course attracts factory riders as well as local talent. The course is almost entirely deep sand which quickly packs into arm-withering whoops connecting tall, soft-bermed turns. Many riders took unplanned excursions into the desert by overriding those berms.

Yamaha-support rider and local resident Roger Hensley went one and one for a clear win in the 125cc Pro class. It wasn't a shoo-in, however. Along with a desert wind that could blow a light-weight right off the course when airborne, Hensley had to contend with Suzuki-mounted Brand Johnson through both motos. The two were never more than a few seconds apart and the slightest bobble on Hensley's part would have been disastrous. He hung it out and never gave Johnson that little break.

Things were a little tougher in the 250cc Pro event. Terry Ducker kept his Yamaha just ahead of Kenny Zahrt's Honda long enough to take the first moto. In moto two, Husky-mounted Mike Tripes got a wheel in front of ducker right off the line and kept it there for the moto win. He had been fourth in moto one and had to take second behind Ducker's one and two finishes. Bruce Delgado rode two consistent thirds and took third overall.

The Open Pro class was a Honda parade with Richard Bunch leading the pack for both motos. Brian Vargus and Dave Foltz swapped second and third with Vargus getting the better second-moto finish and second overall.

Ron Economu holeshot the 250cc Intermediates and stayed in front for the win in moto one. He was chased first by Mike Watson, then by Glen Wells and finally Mark Clark. Clark made the best challenge in the last two laps but just couldn't close up the last ten feet. Wells got off first in moto two and held Economu at bay for two laps. When Economu moved into first, Clark followed him into second and it was a replay of moto one, but Economu held on and took the moto win and the overall with Clark getting second. The Open Intermediates were dominated in both motos by Ron Lewis on an R & L Yamaha.

The 125cc Intermediates had two divisions. Jeff Spencer had his Sportcycle Kawasaki in firm control of

Division one from flag to flag in both motos. All the elbow banging went on for second. In moto one, David Antillan seemed to have second in his pocket when he fell victim to one of those sandy turns and Jeff Segale took the second spot. In moto two, Segale was holding down second when he did almost the same thing and let Craig White take second in that moto. With all of that flopping about, consistency proved he winner. Mark Steun, who had been riding at third in both motos, had a good enough total for second overall. Division two was considerably simpler as Gary Sailor and William Surratt finished first and second in both motos.

Results

60 NOV: 1. Lenny Jones (Hon); 2. Eric Cordell (Yam); 3. Michael Curtis (Hon).
60 INT: 1. Joel Tokarsky (Kaw); 2. Moose Wine (Kaw).
EX: 1. Bubba Erickson (Kaw).
80 STK BEG: 1. Mike McBride (Hon); 2. Gary Hard (Hon); 3. Jason Bosh (Hon).
80 NOV: 1. Sean Blanchard (Kaw); 2. Ricky Kolschowsky (Kaw); 3. Aaron Lewis (Kaw).
INT: 1. Chris Cole (Kaw); 2. Jeff Mabery (Kaw); 3. Robert Hopkins (Kaw).
EX: 1. Bobby Moor (Kaw); 2. Scott Brown (Hon); 3. Jeff Reynolds (Kaw).
80 MOD BEG: 1. Jason Bosh (Hon).
NOV: 1. Aaron Lewis (Kaw); 2. Kenneth Tate (Kaw); 3. Sean Blanchard (Kaw).
INT: 1. Jeff Capt (Kaw); 2. Chris Cole (Kaw); 3. Jeff Mabery (Kaw).
EX: 1. Eddie Hicks (Yam); 2. Bobby Moore (Kaw); 3. Mike Kiedrowsky (Kaw).
125 BEG DIV I: 1. Steve Howard (Suz); 2. Kris Cordell (Hon); 3. Brian Larson (Suz).
BEG DIV II: 1. Robert Baldorf (Suz); 2. Jimmy Lewis (Kaw); 3. Jerry Sherer (Kaw).
NOV DIV I: 1. Russell Clutter (Suz); 2. Steve Wu (Suz); 3. Bill Waltman (Suz).
NOV DIV II: 1. Tim Telford (Hon); 2. Scott Murphy (Suz); 3. George Vlach (Yam).
INT DIV I: 1. Jeff Spencer (Kaw); 2. Jeff Segale (Suz); 3. Mark Sruen (Suz).
INT DIV II: 1. Gary Sailor (Suz); 2. William Surratt (Hon); 3. Jeff Black (Yam).
250 BEG: 1. Mike Clark (Yam); 2. Darrell Baricauto (Yam); 3. Bart Jordan (Hon).
NOV DIV I: 1. Mitch Bruer (Suz); 2. Mike Hawks (Yam); 3. John Collabello (Yam).
NOV DIV II: 1. Denny Davidon (Yam); 2. David Klein (Yam); 3. Rich Rourke (Yam).
INT: 1. Ron Economu (Yam); 2. Mark Clark (Yam); 3. Glen Wells (Hon).
500 BEG: 1. Brett Henry (Yam); 2. Kevin Febure (Suz); 3. Jim Korkunis (Yam).
NOV: 1. Mike Biddlingmeir (Hon); 2. Kenny Hatcher (Hon); 3. Don Cline (Suz).
INT: 1. Ron Lewis (Yam); 2. Ruben Falcon (Hon); 3. Wade White (Suz).
VET JR: 1. Walter Hard (Hon).
INT: 1. Ken Kulloson (Suz); 2. Sam Maute; 3. Roland Thompson (Yam).
PRO 125: 1. Roger Hensley (Yam); 2. Brand Johnson (Suz); 3. Jim Sendlebach (Suz).
250: 1. Terry Ducker (Yam); 2. Ken Zahrt (Hon); 3. Bruce Delgado (Suz).
500: 1. Richard Bunch (Hon); 2. Dave Foltz (Hon); 3. Brian Vargus (Hon).

Poet captures ARRA Gold Cup at Riverside

By Lori Tyson

RIVERSIDE, CA, NOV. 13

Jim Poet claimed the victory and a rare $3000 bottle of brandy at the American Road Racing Association's Gold Cup race at Riverside International Raceway, leading virtually flag-to-flag in the 600cc Super Street event.

Hesh Bohrer took the holeshot and led the first part of lap one, but Mackies Welding/Stevenson Machine/SCRD's Poet soon grabbed the lead and was gone, unchallenged the remainder of the 12-lap event. Champion Moriwaki-mounted Walt Nitto and Seaweed Kawasaki's Earl Roloff had a race-long duel for second place and what a fight it was! Roloff had been battling carburetion problems all morning in practice, and had no mid-range power at all, so he was forced to get on the gas a little sooner coming out of the corners. Roloff came on a bit too hard in turn six and got sideways with all that armco staring him in the face, allowing Nitto to

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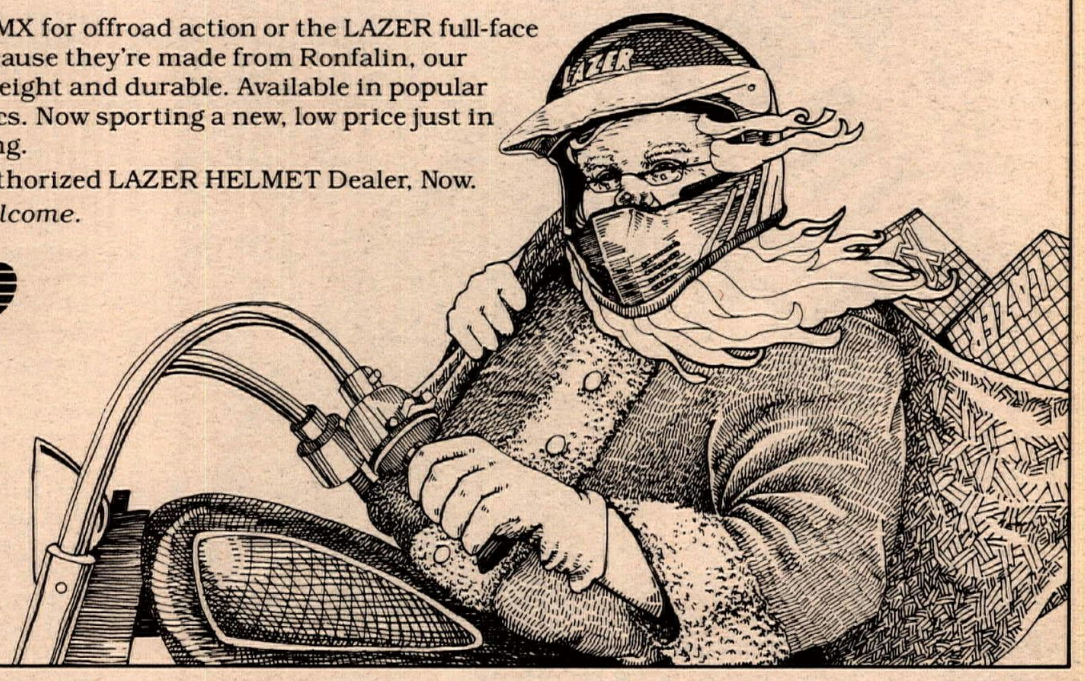

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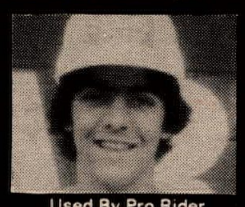

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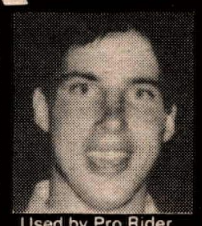

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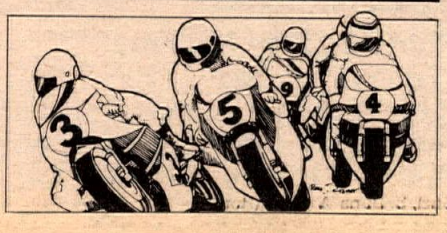

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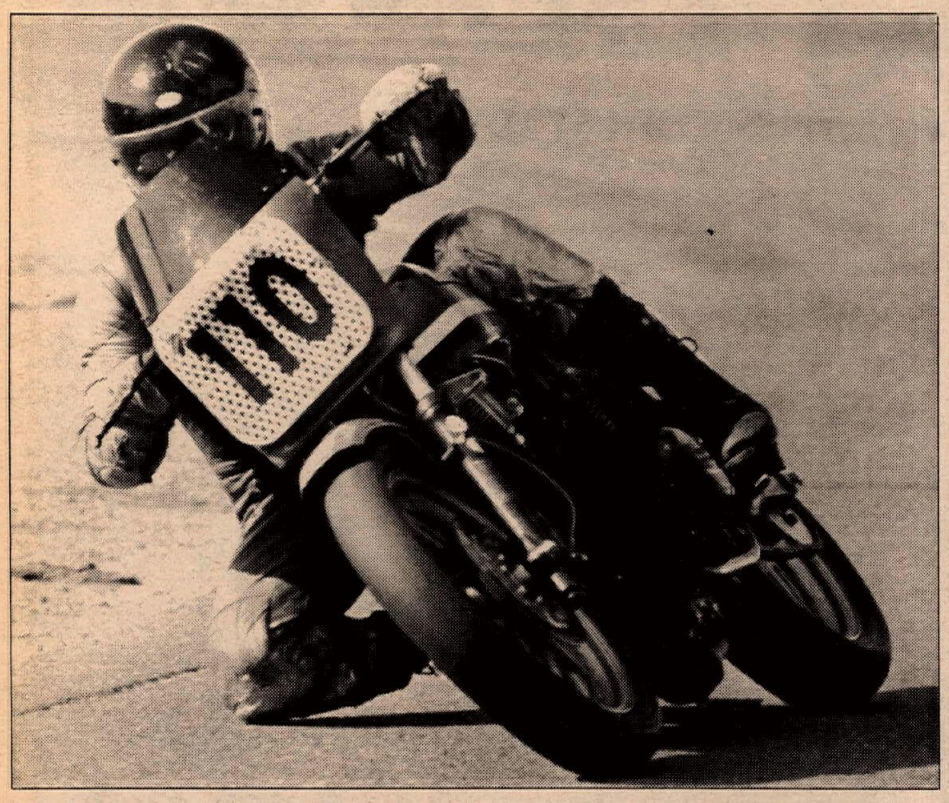


Jim Poet captured the ARRA Gold Cup title at Riverside Raceway and also recieved a $3000 bottle of brandy for his efforts.

sneak by. As both men planned their last-lap strategies, they were surprised to see the checkers come out instead of the white last-lap flag and it turned into a drag race to the line with Nitto crossing first to take second.

"Well, it was a moral victory just finishing the race the way 'Time Bomb' (his 550GPz's nickname) was running," stated Roloff afterwards.

"I'd like to thank Whitney Blakeslee and Champion Moriwaki for all their help, I didn't have any problems with the bike at all, it ran great," remarked Nitto.

Roloff went on to dice with Carry Andrew in the Open Super Street and it was quite a battle until a two-bike crash in turn 7B brought out the red flag in the sixth lap. Finising positions were taken from that point in the race, putting Andrew in the number-one spot with Roloff taking second.

Jim Collins and Clint Whitehouse really put on a show in the 450cc Super Street, with Mark Capell right behind. At the flag it was Collins by a slim margin over Whitehouse.

The 600cc Box Stock was another tight one with Aaron Post and Poet going at it with Kenny Kopecky right on their tailpipes. The finish in that one was extremely close with Post taking it by less than a bikelength at the line.

The 750cc and Open Box Stock had two brothers, Mark and Steve Shelton riding 750cc GPz Kawasakis in the Open class and taking one-two honors with Mark crossing first. But Mark didn't have it easy — he had to fight Earl Roloff the entire race. Roloff finished first overall taking the 750 class win.

Roloff found himself racing-by-Braille in the last race of the day, the 750cc and Open Production, as an earlier delay caused darkness to descend before the end of the program. Roloff and Ducati-mounted Tony Guest really fought hard, despite dim lighting, and had one of the closest races and finishes of the day with Roloff winning by just inches.

Results

VINTAGE: 1. Dave Fiorelli (BSA); 2. Marc Johnson (Ar).
CLASSIC: 1. Fred Eiker (Nor); 2. Eric Doff (Nor); 3. Ely Schless (Tri).
600 SUPER ST: 1. Jim Poet (Kaw); 2. Walt Nitto (Kaw); 3. Earl Roloff (Kaw). 4. Jim Collins (Yam); 5. Hesh Bohrer (Yam).
F1: 1. Len Gambo (Hon); 2. Chris Steward (Yam); 3. Carey Andrew (Kaw).
F2: 1. Steve Biganski (Yam); 2. Chris Mencher (Kaw); 3. Mark Thomas (Kaw).
450 BOX STOCK: 1. Brent Ross (Suz); 2. Richard Davis (Suz); 3. Phillip Smith (Yam).
125 GP: 1. Bob Cobb (Hon); 2. Steve Dyer (Hon); 3. Joe Paul (Hon).
750 SUPER ST: 1. Jeff Tuttobene (Kaw); 2. Len Gambo (Hon); 3. Chris Mencher (Kaw).
OPEN SUPER ST: 1. Carey Andrew (kaw); 2. Earl Roloff (Kaw); 3. Steve Cordesy (Kaw).
450 SUPER ST: 1. Jim Collins (Yam); 2. Clint Whitehouse (Yam); 3. Mark Capell (Yam).
600 BOX STOCK: 1. Aaron Post (Kaw); 2. Jim Poet (Kaw); 3. Kenny Kopecky (Kaw).
F3: 1. Chris Steward (Yam); 2. Steve Biganski (Yam); 3. Bob DeWitt (Yam).
750 BOX STOCK: 1. Earl Roloff (Kaw); 2. Chris Crowell (Suz); 3. Jim Vreeke (Kaw).
OPEN BOX STOCK: 1. Mark Shelton (Kaw); 2. Stephen Shelton (Kaw); 3. Danny Farnsworth (Hon).
450 PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. Steve Dilallo (Yam).
600 PROD: 1. Marty Vogel (Kaw); 2. Jim Vreeke (Kaw); 3. Clint Whitehouse (Yam).
F4: 1. Joe Paul (Hon); 2. Steve Dyer (Hon); 3. Frank Callinicos (Hon).
750 PROD: 1. Jeff Tuttobene (Kaw); 2. Mark Shelton (Kaw); 3. Chris Crowell (Suz).
OPEN PROD: 1. Earl Roloff (Kaw); 2. Tony Guest (Duc); 3. Robert Cain (Hon).

Jefferson jams at D-37 Sunrise motocross

By Charlene Ho

ADELANTO, CA, NOV 13

It was a day to remember at Sunrise Valley Cycle Park as Andy Jefferson swept the field of Pro's with Husqvarna style and superlative form.

The Pro's and Intermediates lined up for moto one; as the gate dropped, a massive explosion of men and machinery charged down the starting line. Up and over the table top hill, appeared Dane Wigington (500cc Pro), Alan Skiles (500cc Pro) and John Ray (125cc Int) with Andy Jefferson (250cc Pro) and Jim Hoover (250cc Pro) side-by-side. It seemed like an eternity waiting for the leader to come flying past the scoring tower and then, all of a sudden, Wigington popped into sight followed by Jefferson, Ray, Hoover and "Mr. X" Ian Fitzgibbon (500cc Pro). Jack Roach (250cc Pro), Tony Bienert (125cc Int.) and Ron Gibson (500cc Pro) were jamming in front of Bob Watson (500cc Pro) and Cal Stuebner (250cc Int.). All eyes were focused on Wigington and Jefferson as they pulled away from Hoover and Ray. By lap three, Wigington pressed a three-second lead on Jefferson while Hoover, Ray and Roach tried to maintain some consistency. Fitzgibbon was heard loud and clear as he showed Gibson just what a four stroke could do as Skiles, Watson, Stuebner and Bienert fought each other. With time being a precious factor, Jefferson closed the gap on Wigington setting Hoover a small distance behind as Roach passed Ray. Fitzgibbon and Gibson were still pushing at each other. Wigington and Jefferson increased their distance from the pack as Hoover, Roach and Ray swapped positions. Jefferson was calculating every move and then dialed the old throttle on to take command of moto one. At the checkers it was Jefferson, Wigington, Hoover, Roach and Ray.

The second-moto event popped up with the mid-day sun. Cal Stuebner was easy to pick out on the starting line as his front number plate read "for Sale". It lightened up the tension as Jefferson and Wigington pulled up to the gate. As the two-minute sign turned sideways it was Wigington into the first turn followed by Jefferson, Hoover, Ray and Roach. Tod Sciacqua (250cc Int.), who fouled a plug in the first moto, reappeared for moto two in front of Stuebner, Skiles, Fitzgibbon and Watson. There was some juggling of positions as Jefferson styled past Wigington to develop a three-second lead. Hoover, Roach and Ray gave Bienert, Fitzgibbon and Sciacqua a lesson in speed. As the order held firm the dual with verve and excitement developed between Ray, Bienert and Fitzgibbon. Then it was Ray, Fitzgibbon and Bienert. Next lap saw Fitzgibbon leading Ray and Bienert. Sciacqua, Skiles, Stuebner and Watson hung close, with Jefferson leading Wigington, Hoover and Roach. It was a wild and crazy time for both as Roach's reservoir was swinging with the punches. With Fitzgibbon some distance ahead, Ray and Bienert dueled unmercifully. Wingington gave the next few laps his best shot and closed the distance on Jefferson. However, Jefferson was on home ground with a fine piece of machinery beneath him. All too soon for Wigington came the home checkers for Jefferson and the overall win for the day. Hoover maintained third followed by Roach, Fitzgibbon, Ray, Bienert and Skiles.

Results

WOMEN NOV: 1. Patti Stuebner.
WOMEN EX: 1. Karen Leitinger; 2. Charleen Ho; 3. Natalie Stuebner.
VET NOV: 1. Dennis West; 2. Andy Poole.
VET EX: 1. Ken Ratzloff; 2. Rick Sieman; 3. Terry Davis.
80 BEG: 1. Suil Benjamin; 2. Travis Jefferson; 3. Mat Moffitt.
80 EX: 1. Nicky Pounds; 2. Ty Davis.
125 BEG: 1. Bob Morales; 2. Bryan Calhoun; 3. Jim Roberts.
125 NOV: 1. Steve Saling.
125 INT: 1. John Ray; 2. Tony Bienert.
250 NOV: 1. Greg Mayer; 2. Paul Faux; 3. Steve Mazzie.
250 INT: 1. Cal Stuebner; 2. Tod Sciacqua.
250 EX: 1. Andy Jefferson; 2. Jim Hoover; 3. Jake Roach.
500 BEG: 1. Rick Suger; 2. Carl Benjamin; 3. Duane Koch.
500 PRO: 1. Dane Wigington; 2. Ian Fitzgibbon; 3. Bob Watson.

Hames on track at home, Thompson serves notice

By Elaine Jones

Photo by Dan Mahony

CORONA, CA, NOV. 5

The first nighttime Triple Header at Corona Raceway proved to be a big success as the riders got a lot of racing on a primo track. The Pros were out in numbers and there were a few surprises by the end of the evening.

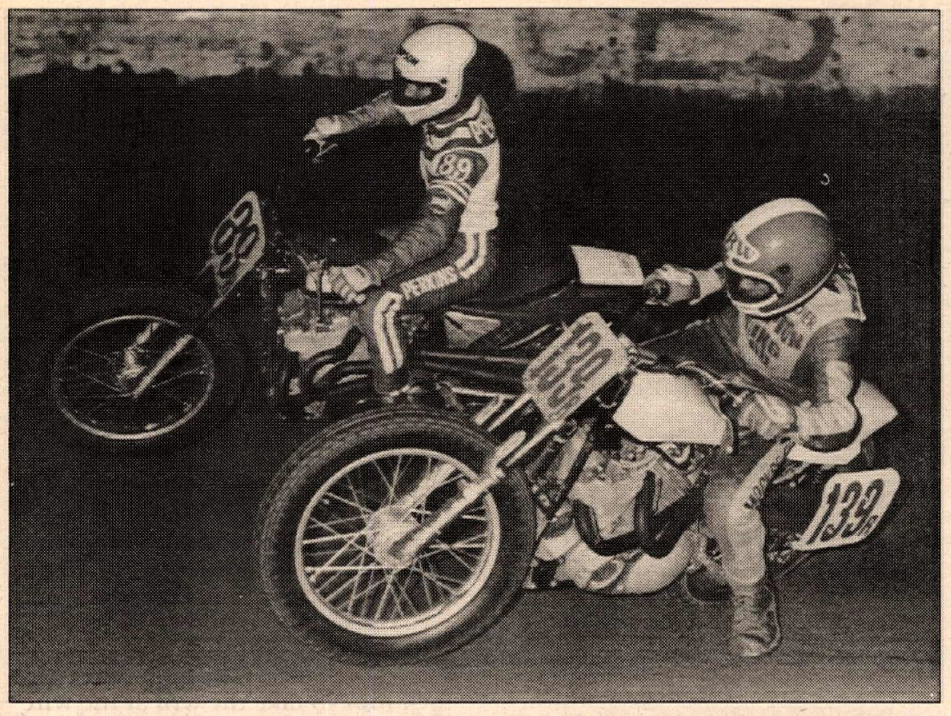
The biggest surprise came in the Open Money half mile. It was a star-studded field with Danny Perkins, Jeff Johnson, Pete Hames, Roger Thompson, Ross Thompson, Randy Bird, Greg Nelson and Ruben Malaguarnero all on hand to do battle. At the drop of the flag it was Hames out on top followed by Johnson, Perkins and Thompson. The status-quo held until the fifth lap when Hames was suddenly gone and Perkins, who had moved to second in the fourth lap, found himself in the lead with Thompson right behind him and Johnson third. Perkins and Thompson had a battle royal from there on out, with the youngster from Norco giving a super performance his first time out on a Harley. It came down to the final lap, and as Thompson has done so many times before, he pulled it out in turn four to take the win at the wire by a slim margin. Perkins was second with Johnson third. Thompson also added the Open Expert half mile to his night's work. This time he followed John Barricklow for one lap before taking over the lead and never looking back. Barricklow gave a good account of himself but just didn't have the ponies to stick with the Mick Mockbee-turned Harley. Bill Matherson, who hasn't been around for a while, got by Calvin Rayborn III early on to come up with the third.

Hames may have had trouble with the Money half mile, but he was right on target for the short track and TT. The 250cc Money saw Hames give Roger Thompson a lesson in how to go fast as he dialed in from start to finish. He was still dialed in when the Open Money boys came to the line and left the dueling to those running behind him. Rod Sullival was off second followed by Jeff Johnson, but before two laps had gone by, Johnson was in second with John Barricklow hot on his heels. Greg Nelson moved up to challenge but got no further than Barricklow and had to settle for fourth.

The Open Money TT saw Jeff Johnson take control early on with Hames in second and Sullivan third. On the fourth lap Hames made his move and took over the lead and from there on out the race was his. Johnson was second and Sullivan third.

Bob Graves is looking more like an Expert lately than an amateur as he came off the back row in combined classes and ran with them. In the short track he was running third after the first lap, and held the position picking up his class win and making the Experts very uncomfortable. He still has some work to do on the half mile, but it was enough to give him his second Amateur win of the night.

No one dominated the Open Novice class. In the short track, Jeff Hagge was out on top and stayed there. John Shipley, who was second at the start, bowed to the pressure of Richard Schroeder on the third lap and never got back into it and had to settle for third. On the TT, it was almost a repeat for Hagge as he lead it until the last lap when bike problems sidelined him and Schroeder became the bride instead of the bridesmaid. Ken King, who is long overdue for a win, came away with the third. Shipley, who had been in the hunt all evening, was not about to be denied on the half mile as he exploded off the line and went wire to wire. Scott Reed came off second and held it for three laps before Hagge got by him. It was



Roger Thompson (139R) and Danny Perkins battle at Corona half mile. Thompson took the Open Expert win ahead of John Baricklow.

short lived for Hagge as Reed came right back and reclaimed his spot. He wasn't done yet, as John Fuerst made his presence felt on the white-flag lap as he moved by Reed. Reed pulled out all the stops and got back by to take the second and leave Fuerst with the third.

Richard Sweaney, although newly moved to the 250cc Amateur ranks, had settled in very nicely as he won the short track topping Melvin Cox and Don Ambrose, the TT and half mile, where he topped Don Ambrose and Rusty Gaita.

Tommy Lynch was the big winner in the Minis as he won the short track, TT and half mile. Matt Stoutenberg and Lyle Dove were second and third respectively.

The N.S.O.T.H.G. were also in a generous mood with Bill Bartels claiming the short track, Bill Eisele and TT and Gary Pettis the half mile.

Results

SHORT TRACK

PEE WEE: 1. Dustin Skalski (Yam).

MINI: 1. Tommy Lynch (Suz); 2. Matt Stoutenberg (Yam); 3. Lyle Dove (Yam).

250 NOV DIV I: 1. Matt Stoutenberg (Yam); 2. Brian Barrick (Yam); 3. Henry Ford (Yam).

250 NOV DIV II: 1. Brian Runyan (Yam); 2. Walt Bell (Hon); 3. Steve Dyer (Hon).

250 AM/FM: 1. Rich Sweaney (Yam); 2. Melvin Cox (Yam); 3. Don Ambrose (Yam).

N.S.O.T.H.G.: 1. Bill Bartels (H-D); 2. David New (BSA); 3. Gary Pettis (Bul).

OPEN NOV: 1. Jeff Hagge (Yam); 2. Richard Schroeder (Yam); 3. John Shipley (Yam).

OPEN AM: 1. Bob Graves (Yam); 2. Dana Dumond (Yam); 3. Pat McCann (Yam).

OPEN EX: 1. John Barriklow (Yam); 2. Rodd Saunders (Hon); 3. Rick Reed (Yam).

250 MONEY: 1. Pete Hames (Yam); 2. Roger Thompson (Yam).

OPEN MONEY: 1. Pete Hames (C-A); 2. Jeff Johnson (Hon); 3. John Barricklow (Yam).

TT

PEE WEE: 1. Dustin Skalski (Yam).

MINI: 1. Tommy Lynch (Suz); 2. Matt Stoutenberg (Yam); 3. Lyle Dove (Yam).

250 NOV: 1. Matt Dobrick (Yam); 2. Brian Barrick (Yam); 3. Matt Stoutenberg (Yam).

250 AM: 1. Rich Sweaney (Yam).

N.S.O.T.H.G.: 1. Bill Eisele (Yam); 2. Wm. R. Dumond (Suz); 3. James Reed (Yam).

OPEN NOV: 1. Richard Schroeder (Yam); 2. Alan Beatty (Suz); 3. Ken King (Yam).

OPEN AM: 1. Don Meiner (Yam); 2. W. Ron Bartels (Yam); 3. Dana Dumond (Yam).

OPEN EX: 1. Calvin Rayborn III (Yam); 2. Steve Fortune (Hon); 3. John Barricklow (Yam).

OPEN MONEY: 1. Peter Hames (C-A); 2. Jeff Johnson (Hon); 3. Rod Sullivan (C-A).

HALF-MILE

MINI: 1. Tommy Lunch (Suz); 2. Matt Stoutenberg (Yam); 3. Lyle Dove (Yam).

250 NOV: 1. Brian Runyan (Yam); 2. Matt Stoutenberg (Yam); 3. Henry Ford (Yam).

250 AM: 1. Rich Sweaney (Yam); 2. Don Ambrose (Yam); 3. Rusty Gaita (Bul).

N.S.O.T.H.G.: 1. Gary Pettis (Bul); 2. Bill Eisele (Yam); 3. J. Ward McKee (Kaw).

OPEN NOV: 1. John Shipley (Yam); 2. Scott Reed (Yam); 3. John Fuerst (Yam).

OPEN AM: 1. Bob Graves (Yam); 2. Dana Dumond (Yam); 3. Don Meiner (Yam).

OPEN EX: 1. Roger Thompson (H-D); 2. John Barricklow (Yam); 3. Bill Matherson (Tri).

OPEN MONEY: 1. Roger Thompson (H-D); 2. Danny Perkins (H-D); 3. Jeff Johnson (H-D).

Green gets the Greenbacks at Saddleback Saturday MX

By Terry Whytal

ORANGE, CA, NOV 5

Robert Green powered his ATK Special four-stroke to the Open-Pro win at Saddleback motocross this week. Mike Pearce jumped to an early lead in the first moto and kept his Kawasaki out front to reach the checkers first despite a strong mid-race charge by Green, lying in second place.

Pearce and Green renewed their attack in round two, but this time, the finishing order was reversed and Green claimed the overall win. Kawasaki pilot Tommy Combs picked up third.

Honda-mounted Pedro Macia posted a 2-1 score in the 250cc Pro battled to edge KTM pilot Russell Campbell for the win as Gray Renko pushed his Suzuki to the third-place finishing position.

Kawasaki ace Paul Denis further staked his claim as one of Saddleback's upcoming champions as he handled a strong field of 125cc Pro riders en route to a 1-1 win. Suzuki rider Doug O'Donnell rode hard to claim the runner-up slot as Gary Denton returned to action after a three-month lay-off to finish third for the day on his RM. ●

Results

OPEN PRO: 1. Robert Green (ATK); 2. Mike Pearce (Kaw); 3. Tommy Combs (Kaw).

250 PRO: 1. Pedra Macia (Hon); 2. Russell Campbell (KTM); 3. Gary Renko (Suz).

125 PRO: 1. Pau Denis (Kaw); 2. Doug O'Donnell (Suz); 3. Gary Denton (Suz).

OPEN INT: 1. Bob Klatt (Suz); 2. Jose Henandez (Mai); 3. Derek Borg (Yam).

250 INT: 1. Greg Peroglio (Hon); 2. Dave Bergher (KTM); 3. George Nehrman (Hon).

125 INT: 1. Jim Spotts (Suz); 2. Scott Wallenberg (Hon); 3. Kayo Knight (Suz).

VET EX: 1. Alan Olson (Yam); 2. Tom White (Yam); 3. Carl Gazaty.

VET NOV: 1. Mike Drews (KTM); 2. Greg Preston (Hon); 3. Patrick Jones (Hon).

250 NOV: 1. Brent Potter (Suz); 2. Dan McKinley (Suz); 3. Mike Nash (Hon).

125 NOV: 1. Brad McClennan (Yam); 2. Scott Lund; 3. Joe Mitterer (Hon).

250 BEG: 1. Fred Cowles (Mai); 2. Jim Paralta (Mai); 3. Jim Stentz (Hon).

125 BEG: 1. Israel Copez (Yam); 2. Bobby Oye (Hon); 3. John Albright (Hon).

MINI BEG: 1. Mike Mason (Yam); 2. Scott Clymont (Yam); 3. Chris Lange (Suz).

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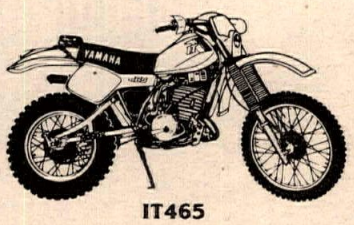

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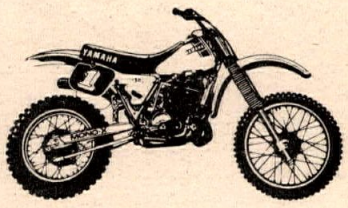

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NORTHERN DATELINE

Donnie Cantaloupi has been hot in northern California lately, dominating the Marysville MX and winning the Wilseyville Hare Scrambles. (File photo.)

Cantaloupi crashes then wins; Vanderpool takes Vets at Wilseyville HS

By W.H. Spencer

WILSEYVILLE, CA, NOV. 13

In a constant downpour from start to finish, the annual Wilseyville Hare Scrambles was, without doubt, the wettest, muckiest, deepest creek crossing infested and absolutely the worst place to try and get support vehicles out of that this intrepid, but erstwhile, story teller has witnessed in the past 17 years of race reporting.

The first shotgun blast went off only a few minutes after 9 a.m. and it was Pat Brown and his new CR480 Honda with the lead over John Haaker and the trick new 4-stroke South City Cycle KTM buzzing along in second over Ken Ramsey and nearly 100 Experts and Juniors. Donnie Cantaloupi had a problem starting his YZ490 and was the last guy to leave camp but came around in fourth place despite falling and popping his shoulder out of joint, a not-to-unusual occurance for the Nationally rated motocrosser.

Starting the third lap, Brown rode right on by his crew with a one-and-a-half minute lead on Haaker, who stopped at the Hi-Point garage for an easy and quick pick-me-up. Cantaloupi stopped for fuel in third.

Turning 23-to-25-minute laps saw Brown late for the fourth round, with Haaker coming through like a buzz saw and Cantaloupi relegated to third. With only a minute left in the 1.5 hour event, Cantaloupi showed up all alone with a wave from the Blue Mountain Timber Wolves M.C. to go for another lap. Cantaloupi stopped for consultation with his crew and with the pain of his aching shoulder etched in his face, he wisely waited for the checkered to fall and took the win.

Ramsey brought in the Hi-Point, South City Cycle two-stroke KTM for second, commenting, "I saw Haaker on the side of a hill but he didn't indicate that he needed anything and so I went on, it sure was sloppy." Duke Dowell was a few minutes back, with Haaker finally limping in on a flat rear tire. "I stopped just a few miles back when the tire came off the rim and got the locks back in but it was too late when I saw Ken (Ramsey) go by," Haaker said.

Cantaloupi was trying to smile through the pain and even talked of retiring what with hard times for the motocrosser's crew and his recurring injuries.

The second one-and-a-half hour marathon session saw the largest line of the day get the shotgun blast in the same constant downpour with Hi-Point KTM rider Gary Vanderpool off the line at one end and Eddie Edgyed at the other end. Vanderpool, a three-time number one Vet cross-country rider at the tender age of 38, had just been ripped off two nights earlier when someone broke in a side door to his garage and got his back-up KTM and almost all of his and young son Mark's riding gear. A tip of the duck bill to Bruce Young of Hi-Point Racing and Danny Dunning at Zoom Cycle for getting gear together for Vanderpool. Vanderpool repayed the favor as he smoked through the first lap with a two-minute edge on Edgyed and Greg Hubbs.

It was no contest for the rest of the three-lapper with times of 29, 31 and 31.5 minutes as the checkered flew and a minute later Vanderpool came through the check point and threw both himself and his body on the deck with a big grin. "I loved every second of it, it was tough and muddy and had deep creek crossings, but the bike was great and everything went just right, for a change." The win accompanied by a fifth-place for arch rival Scott Davis makes for a close point chase with Davis still ahead by a few points with one race left on the tour.

Results

OPEN EX: 1. Donnie Cantaloupi (Yam); 2. Ken Ramsey (KTM); 3. Duke Dowell (Hon).
OPEN JR: 1. Wayne Rudi; 2. Neal Notaro; 3. Rich Barchard.
250 EX: 1. Marc Bowman; 2. Matt Cullin (Yam); 3. Dave Wood (Yam).
250 JR: 1. Bill Cooles; 2. Tony Escuduri; 3. Duane Scott.
200 EX: 1. Dave Mozingo (Hon); 2. Jim Norris; 3. Jeff Nafs.
200 JR: 1. Don Haagland; 2. Howie Ross (Suz); 3. Mark Prince.
VET EX: 1. Gary Vanderpool (KTM); 2. Greg Hubb; 3. Eddie Edgyed.
VET JR: 1. Vic Amatucci; 2. Doug Larson; 3. Art Kamp.
OT EX: 1. John Fraser (Hus); 2. Wylie Wilson; 3. Rich Carlson (KTM).
OT JR: 1. Merrill Rempler; 2. Bob Hurst; 3. Gary Mavann.
OPEN NOV: 1. Phil Smart; 2. Bruce Newmann Jr.; 3. Gary Stevens.
250 NOV: 1. Terry Haggart; 2. Stephen Sattler; 3. Rich Roy.
200 NOV: 1. Rod McCollough; 2. Paul Hinson; 3. Shawn Lostix.
OT NOV: 1. Rich Constantino; 2. John Fry; 3. John Mitchell.
VET NOV: 1. James Willis; 2. Roger Lollar; 3. Roger Howard.

Cantaloupi, Coupe mud wrestle to Marysville wins

By Madame Mabel

MARYSVILLE, CA, NOV. 13

It probably would have taken a flood to wash the dedicated riders off the track after a morning of solid, non-stop rain turned motocross into "mud-o-cross" at the Marysville track, leaving riders to depend on their skill to shine through despite the gloomy weather.

The first moto of the 125cc Pro class started off with a holeshot lead by Yamaha-mounted Cory Cantaloupi. However, a sizzling battle was brewing between Jim Cressa and Steve "Leaping Leprechaun" Vlahos, both on Hondas, enabling them to capture the first- and second-place positions, dropping Cantaloupi to third. They flew by the finish line in that order; Cressa in first, Vlahos second, Cantaloupi third, and Willie Miller, on a Honda, in fourth.

Cantaloupi immediately replayed his holeshot at the start of the second moto, this time holding on to the lead for the first few laps before a pursuit by Vlahos caught him and their battle began. Cressa was closing the gap also, but a fall on the fourth lap left him unable to complete the moto. With Vlahos leading and Cantaloupi keeping close contact, there wasn't any room left for mistakes. Vlahos fell, Cantaloupi swiped first; he then fell, and Vlahos got the lead back. Both of these guys were destined to keep riding the storm out and by the time they got the checkered flag, Cantaloupi was again the leader, with Vlahos coming around in second. Willie Miller closed in for a third and Chris Heyman, also a Honda rider, was fourth. Cantaloupi scampered away with the overall in front of Vlahos, thanks to his better second-moto showing.

The 250cc Pro class held some tough competitors within it's starting gate. The local defender, Dave "2-Door" Coupe, once again back on a Honda, had some heavy mud to sift through in order to catch Yamaha Support rider Rodney Smith, who jumped into the lead and put some distance between himself and the rest of the pack. Honda-mounted Chip "How Much" Vanderford and Dexter "Dex" Hayhurst had a battle of their own for third. Coupe was gaining on Smith, and mission accomplished, he snatched onto first in a curt fashion, leaving Smith in second, fighting the sting of a mud-filled right eye. Vanderford clung to third and Hayhurst cruised in for fourth.

At the starting line once again, the gate was short a couple of riders. Smith and Vanderford decided they'd had enough and sat out the last moto. but, not to be fooled by the angry Mother Nature, Coupe quickly made life easy for himself and took off in first, with Dan Turner and his Kawasaki gripping onto second. Turner had suffered a bad first-lap spill in the first moto and wasn't about to ruin his second chance. Hayhurst took a fall which left him unable to finish but his third-place position was readily captured by Honda-mounted Dave Montgomery. That was the whole race. Coupe came around first, Turner second, and Montgomery was third.

Bertram by four at Cowbell enduro

By Jim Bowman

LAKE PILLSBURY, CA, NOV. 5

Nelson Bros. Husqvarna/Hi-Point/Shoei/Cycle Gear-sponsored Dave Bertram finished the 1983 National enduro circuit in seventh place and returned home to northern California today to win the AMA District 36 Cowbell Regional enduro with a four-point margin. Tied for second place were Open A class winner John Haaker and second AA class rider Jeff Irwin. Haaker (South City Cycles) motored his giant four-stroke KTM to a score of 16:373, seconds ahead of Hi-Point/Interlink/JK Cycle Inn's Irwin (16:407).

As shown by the point loss of the National caliber riders at this event, the Cowbell was a tough enduro with long special tests that claimed lots of points. National AA Maico pilot Matt Cullins was fourth overall with 18 points and JK Cycle Inn's Brian Beatie was fifth overall, second Open A with 19 points. Next, Duke Lambert (250cc A) and Bob Terwilliger (200cc A) both scored 21 points, with Lambert taking the nod for sixth overall (both riders won their classes). Taking the Old Timer number-one plate for the second year in a row, Cycle Gear-sponsored Jerry Kramer scored 30 points to win his class for the seventh enduro in a row.

The B class arrow chasers rode right behind the A class pilots and had no trouble with dust this year. Richard Roy piloted his Husky 250cc over the slick trails and logs to the overall B honors and first in class with 28 points. Walt Menge and Jim Wetzler cut through the thick mountain fog to place first and second, respectively, with 31 points in the Open B class, and Steve Shoemaker lost 32 points to win the 200cc B class for the last time before being promoted to the A class. Richmond Yamaha's Doug Fielding (43 points) topped Terry Rush (90) for the four-stroke B honors and Robert Lively (43) beat Cycle Gear's Richard Christian (46) for the Old Timer B number-one trophy.

The Hayward Motorcycle Club made it no secret that their enduro would be tough and stated on the flyer that C class riders would not be disqualfied for being over an hour late. Fortunately for the C riders, course designer Jerry "Buffalo" Lozier included lots of resets and a few slow sections. Jerry Schockmel took the overall C and 250cc C honors

ahead of 200cc class winner Dean Kramer (49), second 250cc class finisher Tony Furig and first-place Open C pilot Randy Garcia. Frank Carevich (59) won the four-stroke C class, Bob Bruce (67) the Old Timer C class and either Debbie Key or Sue Childress will win the Powder Puff class when a question in the scoring is answered.

Unofficial Results

OVERALL: 1. Dave Bertram (Hus); 2. John Haaker (KTM); 3. Jeff Irwin (Hon).
AA: 1. Dave Bertram (Hus); 2. Jeff Irwin (Hon); 3. Matt Cullins (Mai).
OPEN A: 1. John Haaker (KTM); 2. Brian Beatie (Hon); 3. Dan Nelson (Hus).
250 A: 1. Duke Lambert (Hus); 2. Wayne Rudi (Kaw); 3. Bill Dart (KTM).
200 A: 1. Bob Tarwilliger (Kaw); 2. Brian Summers (Kaw); 3. William Decker (Yam).
OT A: 1. Jerry Kramer (Hus); 2. Jon Shaffer (Kaw); 3. Terry Rust (KTM).
B OVERALL: 1. Richard Roy (Hus).
OPEN B: 1. Walt Menge (Yam); 2. Jim Wetzler (Hus); 3. Paul J. Wilson (Hus).
250 B: 1. Richard Roy (Hus); 2. Jim Duby (KTM); 3. Mike McMurray (KTM).
200 B: 1. Steve Shoemaker (Yam); 2. Chris Korft (Yam); 3. Larry Jorgenson (Suz).
FOUR-STROKE B: 1. Doug Fielding (Yam); 2. Terry Rush (Hon); 3. Terry Adams (Hon).
OT B: 1. Robert Lively (Kaw); 2. Richard Christian (Hon); 3. Douglas Behr (Bul).
C OVERALL: 1. Jerry Schockmel (KTM).
OPEN C: 1. Randy Garcia (Yam); 2. Brett Cary (Yam); 3. Roger Howard (Yam).
250 C: 1. Jerry Schockmel (KTM); 2. Tony Furig (Hus); 3. Flint Forester (Kaw).
200 C: 1. Dean Kramer (Suz); 2. Steve Joyce (Kaw); 3. Don Bruce (Hon).
FOUR-STROKE C: 1. Frank Carevich (Hon); 2. Jim Hoffman (Hon); 3. Paul Loughridge (Kaw).
OT C: 1. Bob Bruce (Hon); 2. Ed Pickett; 3. Gary Estes (Hus).
SUPER SR: 1. Dale Swanson (KTM); 2. Ronald Sterbank (Hus); 3. Jim Morrison (Hon).
PP: 1. Sue Childress (Suz); 2. Debbie Jackline (Suz); 3. Debbie Key.

Webb clinches state trials championship

By Tim Walker

PATTERSON, CA, NOV. 13

Rain turned the final round of the California State Trials Championship, organized by the East Bay P.I.T.S. trials club, into a true English trials. Slippery mud, slimy rocks and knee-deep water turned the sections and the loop into the hardest trials in the past few months.

The class winners for the State Championship were Kipp Webb in the Experts, Kevin Norton in the Amateurs and Matt Bishop in the Novices. In the Senior divisions, Art Webster won the Amateurs and Bob Miller won the Novices..

Riders wanting points for the Expert class rode in the newly formed Master class for nothern California. The name change did not keep Kipp Webb from winning again. Webb won with 76 points and three cleans. So-Cal's Matt Pritchard finished second with 94 points. San Luis Obispo's top rider, Dan Dixon, claimed third with 99 and three cleans. Clive Belvoir and Mike Read battled for fourth, with Belvoir taking it with 103 points. Read finished with 104 points.

John Hesch cleaned up the Amateurs with only 50 points. The second-place-tries-harder award goes to Robin Crocket. Crocket placed second in today's event and in the State Championship. First-time Amateur Tim Walker was third, Hesch and Walker scored the only cleans in the Amateur class. Walker finished second in the Novice class of the State Championship and is the ATA's number one Novice for 1983.

Matt Bishop finished his domination of the Novice Series by winning again today. Brian Borror placed second in his first trials with 38 points. Finishing third was Hilary Muscatell with a 52-point loss.

Results

MASTERS: 1. Kipp Webb (Mon); 2. Matt Pritchard (SWM); 3. Dan Dixon (Fan).
EX: 1. Guy Van Gaasbeck (SWM); 2. Kevin Norton (SWN); 3. Howard Galbreath.
AMA: 1. John Hesch (Bul); 2. Robin Crocket (Fan); 3. Tim Walker (SWM).
NOV: 1. Matt Bishop (Fan); 2. Brian Borror; 3. Hilary Muscatell.
SR AMA: 1. Ken Marecek (SWM); 2. Jack Heminway (SWM); 3. Art Webster (SWM).
SR NOV: 1. Steve Muscatell; 2. Slayton Hawley; 3. Bob Miller (Bul).

Cantaloupi unbeatable at Marysville

By Madame Mabel

MARYSVILLE, CA, OCT. 30

Anyone who spectated in the rather muddy occasion that took place at the Marysville motocross Sunday saw a very vivid display of mud, sweat, and gears as riders battled Mother Nature in a whirlwind of excitement. Yamaha-mounted, MX Fox-sponsored Donnie Cantaloupi handled the conditions well as he won both the 125 and Open Pro classes with flying colors.

Cory Cantaloupi jumped his Yamaha into the front of the 125cc Pro class at the start of the race with a big holeshot and continued to lead the entire first lap before being overtaken by brother Donnie, and later by local "Whiz Kid" Greg Michalec, on a Suzuki, and Steve "Leaping Leprechaun" Vlahos, whose Honda has helped pull him into a top-point standing position in with District 36. The battle continued with Hi-Point sponsored, Kawasaki-mounted Rodney "Hot Shot" Harriger holding on to a strong fifth and Chalma Roberts, making a comeback after a three-year pause from racing, close behind. At the finish line it was Donnie, Michalec, Vlahos, Cory, and Harriger dominating the top five positions.

Round two of the 125s showed little change as Donnie quickly grabbed a holeshot and held on to it — only this time it was Vlahos giving the leader a ride for his money. Roberts and Cory were making some tough impositions on Vlahos after he fell in the second lap. The latter three played switchies for the remainder of the race, and Harriger, suffering from a bad start, was gaining on them. A shock was in store at the finish line after Donnie cruised by in first. Cory was in second and Vlahos was flying up to make a move that was later described by Cory as, "It was like he used me as a berm." The resulting change in positions gave second to Vlahos and inches later a third to Cory. Roberts, having fallen on the fifth lap, came around in fourth and Harriger held on to fifth, taking time out to play in mud along the way. Overall it was the Cantaloupi brothers in first (Donnie) and third (Cory), sandwiching second-place Vlahos.●

Results

125 EX: 1. Donnie Cantaloupi; 2. Steve Vlahos; 3. Cory Cantaloupi.
125 INT: 1. Stu Perry; 2. Doug Silva; 3. Darryl Haney.
125 NOV: 1. Mike O'Shaughnessy; 2. Jed Green; 3. Billy Aston.
250 EX: 1. Carry Hooper; 2. Dave Coupe; 3. Larry Coleman.
250 INT: 1. Ron LaPointe; 2. Mel Bauman; 3. Gary Morris.
250 NOV: 1. Brad Hetherington; 2. Arron Heyrend; 3. Pete Gondry.
OPEN EX: 1. Donnie Cantaloupi; 2. Ed Marchini.
OPEN INT: 1. Bernie Franza; 2. Andy Warnock.
OPEN NOV: 1. Verlin Coupland.
MINI EXP: 1. Chad Kay.
MINI INT: 1. Billy White.
MINI NOV: 1. Matt Heatherington; 2. Mike Finch; 3. Dylan Arnold.
VET EX: 1. Charlie Smart; 2. Steve Ferroni.
VET INT: 1. Manfred Heyrend.
VET NOV: 1. Jeff Wikoff; 2. Gary Hines.
OT EXP: 1. Stan Stanton; 2. Duane Spence.
OT INT: 1. Harol Noell.
OT NOV: 1. Bob Rogers.

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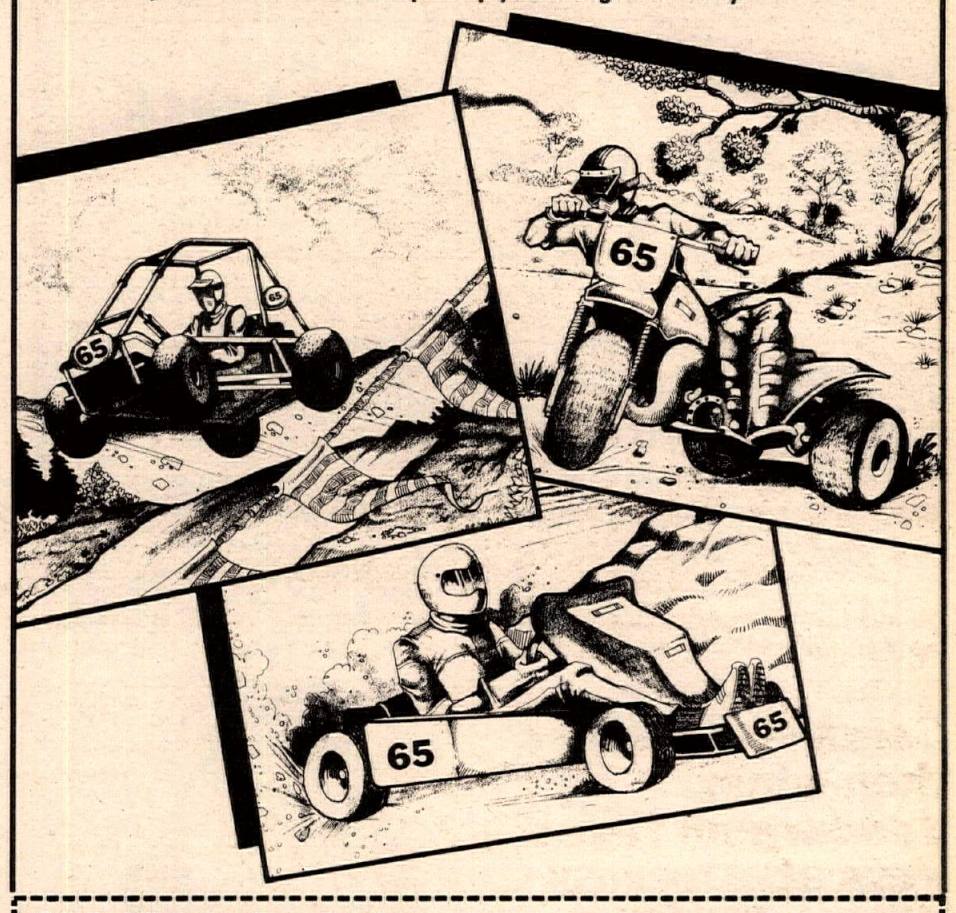

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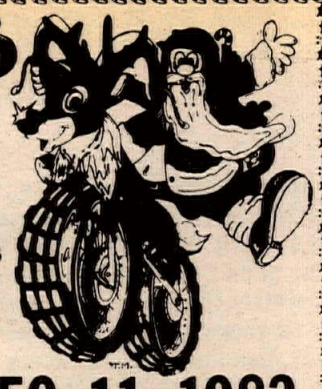

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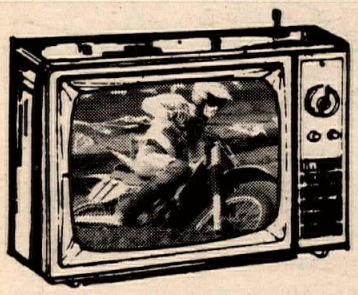
9:00 a.m.	Jr. Cycle Stock (All)	30 Min.
9:45 a.m.	83cc Stk. Int. & Exp. 12+	30 Min.
10:30 a.m.	83cc Stk. Nov. 12+ & 9-11	30 Min.
11:15 a.m.	125 & 250 Mod. Nov. & Int.	30 Min.
12:00 p.m.	Jr. Cycle Mod. (All)	30 Min.
12:45 p.m.	83cc Mod. Int. & Exp. 12+	30 Min.
1:30 p.m.	Pee Wees	20 Min.
2:15 p.m.	83cc Mod. Nov. 12+ & 9-11	30 Min.
3:00 p.m.	125 & 250cc Mod. - Pros	30 Min.



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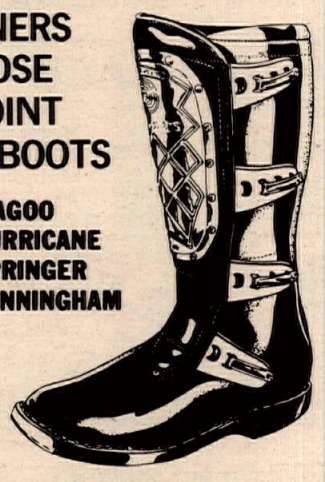

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 AMA Grand National/ Camel Pro Series

2/4	ST/Houston TX
2/5	TT/Houston, TX
3/10-11	RR/Daytona Beach, FL
4/7	TT/Gardena, CA
4/14	M/Sacramento, CA
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/9-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/TBA, OH
7/7	ST/St.Louis, IL
7/14	HM/Hagerstown, MD
7/21-22	RR/Laguna Seca, CA
7/28	M/DuQuion, IL
8/4	M/Cicero, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sears Point, CA
8/25	M/Indianapolis, IN
8/26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse,NY
9/16	M/San Jose, CA
9/22	HM/Gardena, CA
9/23	HM/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL
10/20	TT/Pontiac, MI

Pace/SMC Supercross Schedule

1/28	Anaheim, CA
2/11-12	Seattle, WA
3/3	Atlanta, GA
3/10	Daytona, FL
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/5	Kansas City, MO
5/19	Orlando, FL
6/2	Pasadena, CA
6/30	Pittsburgh, PA
7/14	Foxboro, MA
8/TBA	Houston, TX
10/TBA	Oakland, CA
10/TBA	Los Angeles, CA
10/TBA	San Diego, CA

1984 Golden State Series Schedule

1/7-8	Orange, CA
1/14-15	Hollister, CA
1/21-22	Huron, CA
2/4-5	Brentwood, CA
2/12	Carlsbad, CA
2/18-19	Sunrise Valley, CA
2/25-26	Santa Maria, CA

World Championship Road Race Series

3/24	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
6/30	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship MX Series

125cc

4/8	Italy
4/15	Netherlands
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/8	France
4/29	Austria
5/6	Yugosalvia
5/13	Czechoslovakia
5/20	England
6/3	Spain
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Japan

500cc

4/15	Austria
4/29	Switzerland
5/6	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

4/8	Switzerland
5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Germany
7/8	Belgium
9/2	Japan
9/9	Sweden

AMA National Enduro Championship Series

2/10	New Idria, CA
4/1	Pelion, SC
4/22	Crescent City, CA
5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

3/4	Lake Wales, FL
4/8	Hurrican Mills,TN
4/15	Redding, CA
5/20	Bruceton Mills, WV
5/13	Corona, CA
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Relibility Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurrican Mills, TN

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
8/18	Team Speedway World Championship, Leszno, Poland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe Des Nations, Dalecin,Czechoslovakia
9/9	Motocross Des Nations, Ruskeasanta (Vanta), Finland
9/16	Trial Des Nations, Myslenice,Poland
9/16	Trophee Des Nations, Varberg,Sweden
10/1-6	ISDE, Assen, Netherlands

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A., Orange County - Pierce off-ramp, rt. on Pierce to Magnolia, rgt. on Magnolia to Buchman, rgt on Buchman takes you to track. All classes. 30% trophs to Sptsmen, 15% Pro pb. Gates open 5 pm, prac 6 race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac, 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

December 2-4

CALIFORNIA MOTORCYCLE EXPO
Anaheim Convention Center, 800 West Katella Ave., Anaheim, CA. Southwest Hall of Convention Center. Contingencies and drawings. Fri., Dec. 2, hours 5 pm-10 pm. Sat., Dec. 3, 12 noon-10 pm. Sun., Dec. 4, 12 noon-6 pm. Largest motorcycle show in the United States, created especially for the motorcycle enthusiast. Admission $5 for adults, all children under 6, free. Discount coupons available at local participating M/C dealers. Info 213/787-3497 (Penni Nicolai) or 714/760-0169 (Nancy Combs-Wager).

December 3

ADRA MEXICO OFF ROAD RACE
Start at Sonoita, Mexico, finsih at Rocky Point. Start to finish on Hwy 8, only 60 miles. All classes. $10,000 in prizes and contingencies. Tech opens 6 am, border opens 8 am, races start 9 am. For additional info (602) 252-1900.

December 4

AMA/D-36 CALIFORNIA MOTOCROSS
Mammoth Bar Track, Auburn, CA. Hwy 80 E. towards Auburn, exit at Forest Hill Auburn Ravine Rd. and follow Forest Hill signs for 3 miles, turn right on Old Auburn Forest Hill Road. (Towards Cool and Placer). Go 1.5 miles, track entrance is on the left. All D-36 classes. 100% Pro pb, Sptsmen trophs. Gate 6:30 am, prac 7:30, race 9. Entry $15 Sptsmen, $20 Exp., $10 3-whlrs, $5 watch. DeMello MX Promotions. Info 916/722-0355 (Vasco DeMello).

AMA CALIFORNIA ENDURO
Plaster City, CA. 7 mi. E. of Ocotillo on Old Hwy. 80. 15 mi. West of El Centro. All AMA classes. 20% trophs, free participant T-shirt. D-38 pts. AMA rules and format. Race 8 am. Entry $25. Desert Dogs Enduro Club. Info 619/426-3976 (Greg Seleniak).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & conces-Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. take I-5 N. to 269 Huron exit. From Sact. take I-5 S. to 198 exit, east to 269. Follow signs to Huron and track. All classes includ. 3-whlr. 30%

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 ptsmn, $20 Ex. Info 817/295-8908, 295-1760.

NEW MEXICO ENDURO
12 mi. E. of Carlsbad, NM. Hwy 31 N., follow arrows. All high plains classes. Riders met. 7 am, key time 8. Entry $20 pre, $27 post. Desert Rough Riders, High Plains Enduro. Info 505/393-7617 day or 392-7192 eve.

CALIFORNIA CMC 4-STROKE MX NATIONAL
Carlsbad Raceway, Carlsbad, CA. All classes. Plaque for overall winners. Gate open 7:30 am, prac 8, race 9:30. Entry $15 post, $25 post Pro. No lic. reqd. Info 714/261-6116.

AMA CALIFORNIA MOTOCROSS
Mammoth Bar, Auburn, CA. Hwy 80 E. towards Auburn, exit at Forest Hill Auburn Ravine Rd. and follow Forest Hill signs for 3 mi. Rght turn on Old Auburn Forest Hill Road (towards Cool and Placer). Go 1.5 mi., track entrance is on the left. All classes includ. 3-whlrs. Trophs. Gate 6:30 am, prac 7:30, race 9. Entry $15 riders, $5 spect. Info 916/722-0355 (Vasco DeMello).

AMA/D-36 CALIFORNIA DIRT MARATHON
Lodi Cycle Bowl, 5801 East Morse Rd., Lodi, CA. All classes, includ. 3-whlrs. Trophs only. Gates open 7 am, sign-ups for all classes 8-10 am. Entry $10 ride, $2 watch, 12 and under free. Info 209/368-7182, 209/931-3722.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CALIFORNIA CRC SANTA CLAUS FAMILY ENDURO
Lucerne Valley, CA. All classes. 10% trophs for class winner and 100% finsiher trophs. CRC pts. C riders under 16, yrs, minis and Women go one loop, all others go 2 loops. 2 loops start 8 am. Entry $20 amil, $23 post, non CRC member add $4. Info 714/689-6114.

AMA/D-36 CALIFORNIA EURO SCRAMBLES
Prairie City OHV Park, Prairie City, CA. 15 mi. E. of Sacramento, off Hwy 50. All classes. Six riders make a class. Sign-in for All Exp.-Jr., 7-9 am, race 9-10:30, all Vets and OTs sign-in 9:30-11, race 11-12:30, all others sign-in 11:30-1, race 1-2:30. Entry $18 to ride, $3 to watch, $2 discount for D-36 club card. Info 916/725-6364 or 332-4324.

AMA/D-36 NEVADA MOTOCROSS
Prison Hill Track, Carson City, NV. Hwy 395 to Snyder and follow signs. All classes. 30% trophs, 100% Pro pb. Last race of Nevada State MX Championship series. Gate 6 am, prac 7:30, race 8. Entry $12, $15 Pro, $4 gate. Info 702/883-6111 (Mike Gerow).

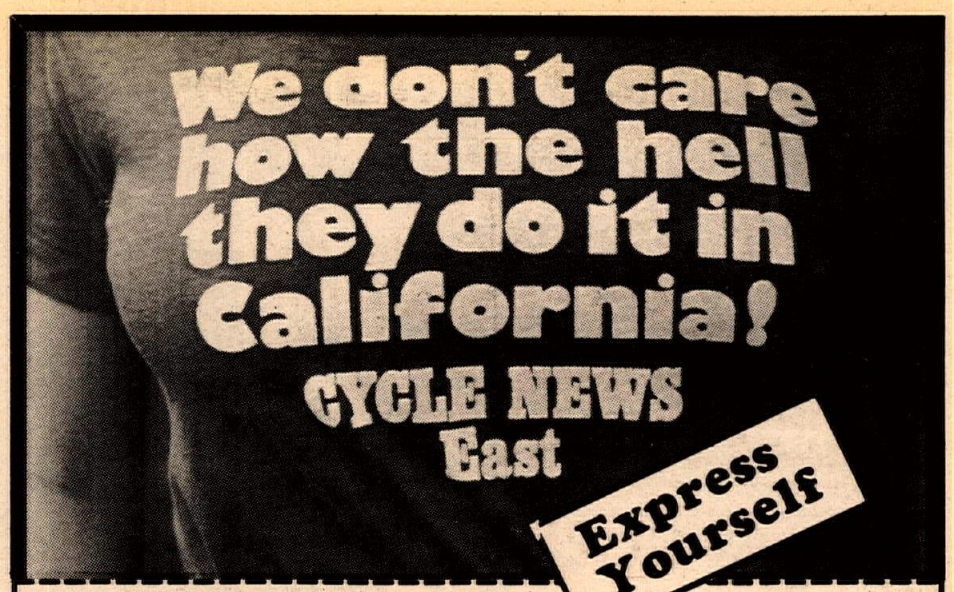
CMC SAND HILL RANCH MARATHON
Brentwood, CA. Corner of Camino Diablo and Vasco Rds. 0-125cc. Sign-in 8 AM, race 10, open sign-in 10 AM, race noon. Sprtsmn $15, Watch $5. Info. 415/634-3328 or 798-5695 (Tom Anderson).

December 8-11

CALIFORNIA MOTORCYCLE SHOW
Los Angeles Convention Center, 1201 S. Figueroa St., Los Angeles, CA. New 1984 motorcycles, accessories. Hours; Thru., 4-10 pm, Fri., 12 noon-10 pm, Sat., 10 am-10 pm, Sun., 11 am-6 pm. Admission $5. Info 714/675-0132 (Rob Eccles).

December 9

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport 55



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DETAILS IN THE CALENDAR SECTION

CRC RACE SCHEDULE
Dec. 4 — GRAN PRIX
Merry Xmas G.P. — Indian Dunes
Dec. 11 — MOTOCROSS
Saddleback Park
Dec. 18 — MOTOCROSS
Indian Dunes
All Events
Anaheim Stadium Qualifiers
1984 CRC License Available Now
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CORONA RACEWAY RACE
Fri. Dec. 2 Motocross
Sat. Dec. 3 Odys, 3-Whlrs
Fri. Dec. 9 Motocross
Sat. Dec. 10 FT ½, ¼, TT

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CRC—MX — 2nd & 4th Sundays
SMX —MX — Every Saturday
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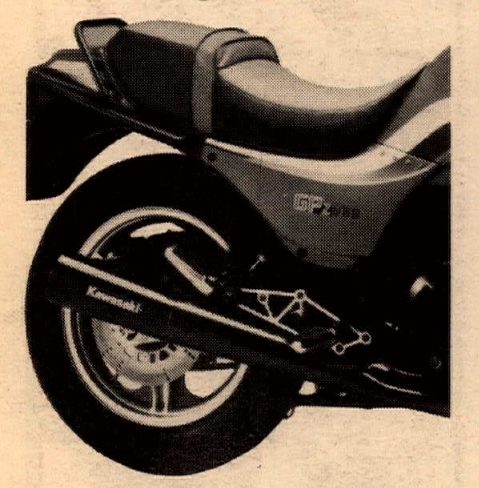

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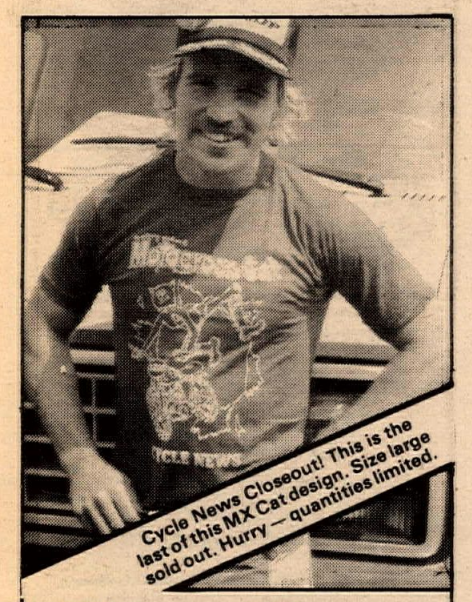

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Frwy. Opens 6 pm-10 pm. Free parking. 10 x 10 space $20, 10 x 15 space $30, motorcycle for sale $10 each. Move in 1 pm-4 pm. 24 hour info 714/495-2542.

December 10

V.O.T.E. CALIFORNIA TRIALS
Little Rock Dam, Little Rock Dam, CA. 14 Frwy E. off I-5 to the Little Rock-Pearblossom cut off. 3 mi. to Barrel Springs Rd, turn rgt. 3 mi., turn rgt on Chesboro Rd., follow to Little Rock Dam. Expert only plus support class. Sign-up 9 am, first rider out 10. Pre-entry $16, post $19. Info 213/455-3093.

CALIFORNIA CYCLE CHALLENGE
Mid Winter Fair Grounds, El Centro, CA. All classes. 100% Pro pb. Trophs for Am. 1st - 5th place. Contingencies. Sign-in 4 pm, prac 5 - 6:30, 1st race 7. Entry $20, $15 advance. Imperial Valley Cycle Center. Info 619/353-2110 or 355-1360 or 424-3800 or 440-7610.

December 11

CMC SAND HILL MX
Brentwood, CA. Corner of Camino Diablo and Vasco Rds. All classes. CMC Dbl. Pts. race of the year at Sand Hill Ranch. Pb to top 5 pro riders in each class for the year. Vet and OT will receive their awards also. Gate 6:30 am, sign-in 7, race 9. Entry $15 to ride, $5 to watch, Pros pay $15 plus $5 gate fee. Info 415/634-3328 or 798-5695 (Tom Anderson).

D-36 CALIFORNIA MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes. Gates open 6 am, prac 7:30, race 9. Entry $12, $16 Exp., $5 gate admission. Info 707/938-8448.

AMA/D-36 CALIFORNIA HARE SCRAMBLES
Hollister Hills ORVP, Hollister, CA. All classes. Sign-up starts 7 am, race 10 am for all Am/Exp, OT and Vets, sign-up starts 10 am, race 1:30 for all Nov. OT and Vets. Entry $20, $3 discount to D-36 AMA club members. Must show club card. $1 spect. fee. Info 415/522-6432 or 408/259-3097.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CMC CALIFORNIA MOTOCROSS
Spillway Park Inc., Santa Maria, CA. Hwy 101 at N. Broadway exit. All classes. 100% Pro pb, 30% trophs for Sportsmen and Pro. Gate 6:30 am, sign-up 7-8:45, prac 8:30, race 9:30. Entry $12 sportsman, $20 Pro. Gate fee $2 weekdays, $4 weekends, $5 raceday. Info 805/925-0055.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

MRA OREGON GRAN PRIX TEAM RACE
Follow signs from Jacksonville, OR. on Hwy 238. Jackonsville is 5 mi. W. of Medford, OR. Amateur and Exp. classes. 30% trophs, patches to all finishers. 6 laps on 15 mile course (3 per rider). Pre ride course on Saturday o.k. Sign-up 8 am, rider meeting 9:30, start 10. Entry $15 per team. Info 503/773-9590 (Dave Riant).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

AMA/D-37 HARE & HOUND
Teagle wash area. 3 35 mile loops. Limed from 395 and Trona. 9 AM start. Info. 213/803-4959.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA., 91335. Info 213/881-5778.

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio, TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

December 18

AMA/D-36 CALIFORNIA DIRT MARATHON
Lodi Cycle Bowl, 5801 East Morse Rd., Lodi, CA. All classes, includ. 3-whlrs. Trophs only. Gates open 7 am, sign-ups for all classes 8-10 am. Entry $10 ride, $2 watch, 12 and under free. Info 209/368-7182, 209/931-3722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA/D-36 MARYSVILLE MOTOCROSS
E Street Track, Marysvile, CA. Hwy 70 to N. Beale Rd. (at South City limits), then go over Levee on Shad Rd. (one block west of Honda of Marysville). Rain or shine. No pit riding, no riding day before race. AMA & D-36 cards on sale at track. Entry $15, $20 Pros, $4 watch, 6-12, $1. Info 916/695-2727 (Charlie Sexton).

CALIFORNIA SMX MOTOCROSS
Saddleback Park, Orange, CA. Frwy 550 to Chapman exit, East 7 mi. to Santiago Canyon Rd., rght to county fire station, lft on Rd. past fire station. 33.33% trophs. 1984 SMX license now avail. at track. Gates open 7:30 am, prac 8-8:30, race 9. Entry $12, $15 Pro. Info 714/831-3482 (James R. Beltinck).

CMC MOTOCROSS
Brentwood, Ca. Corner of Camino Diablo and Vasco Rds. All classes. Trophs. Gate 6:30 am, sign-in 7, race 9. Entry $15, $15 plus $5 gate fee for Pros. Info 415/798-5696 or 634-3328.

TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA 2 HOUR ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th S. of Baseline Rd. Formul 1 (601-Up), Formula 2 (o-600cc) classes. Trophs. 2 hr. race with mandatory rider change after ½ hour. Gate 6:30 am, prac 9, race 1 pm. Phoenix Road Racing Organization. Info 602/973-2185, 247-5542.

December 19-23

RUSS DARNELL MOTOCROSS SCHOOL
Saddleback Park, Irvine, Ca. All ages, all skill levels, bike sizes welcome. Five day motocross training camp. Daily exercise program, time trials. Entry $200 per student. Entry limited. Gift certificates avail. Info 714/980-3212.

December 27-28

RUSS DARNELL MOTOCROSS SHCOOL
Indian Dunes, Valencia, CA. Entry $80. Gift certificates avail. Info 714/980-3212.

January 1

CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo and Vasco Rds. 4th annual New Year's Day Marathon. Sign-in 10 am, race 12 noon. Info 415/634-3328 (Tom Anderson).

January 2

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy

55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

January 8

V.O.T.E. CALIFORNIA TRIALS
Indian Dunes, Valencia, CA. I-5 to Hwy 126 West to Track. All classes. 20% trophs, each class. ATA first Pt. trail ride of the year. Beginner oriented. Sign-up 9 am, riders meeting 9:45, start 10. Entry $7 pre, $8 post, first time rider free, non ATA member add $2. Entrance to park $7. Info 213/455-3093.

NEVADA HARE & HOUND WORLD CHAMPIONSHIP
Las Vegas, NV. 150 mi. point to point. Professional desert race. Info write to "Best In The Desert", c/o Sportsman Cycle, 3475 Boulder Hwy, Las Vegas, NV 89121, or call 702/457-0343.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio, TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

January 15

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

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Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

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South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

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Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

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Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

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Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
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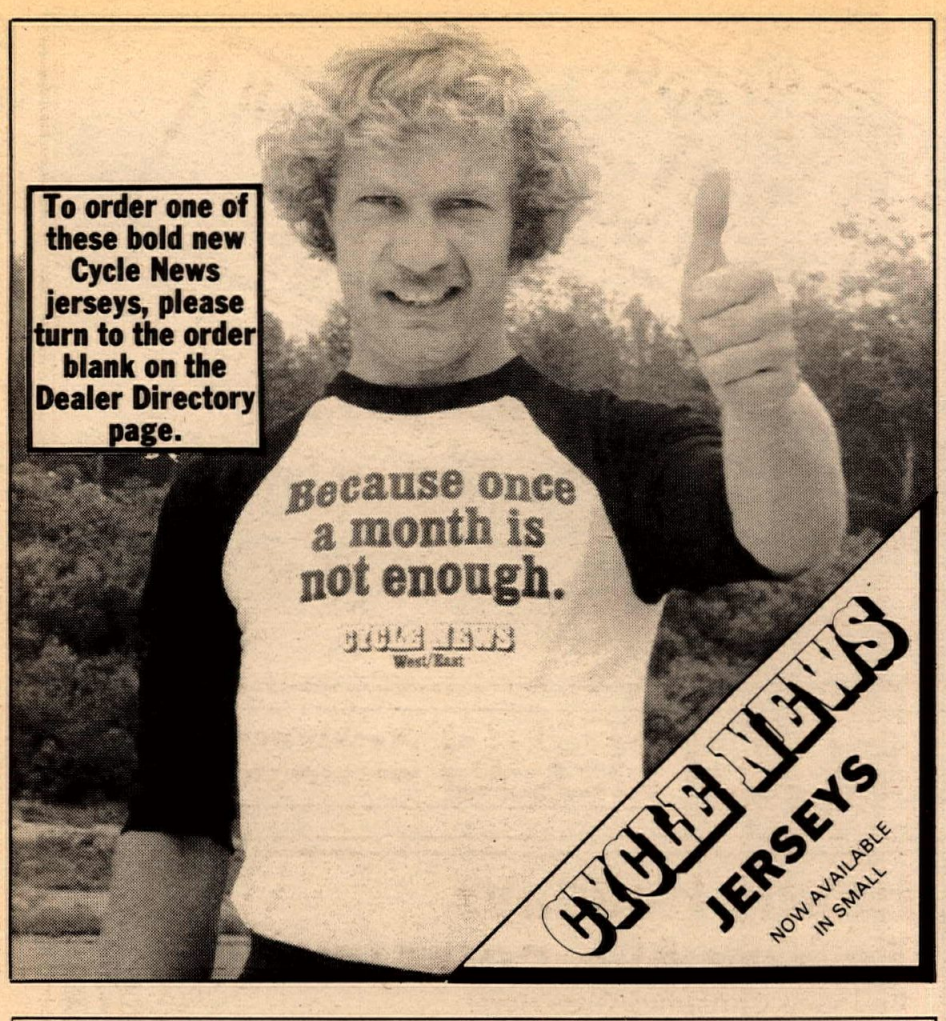

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homa City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

ROAD RUNS

January 14-15

CALIFORNIA M/C ROAD TOUR
Starts at Hutchins Motor Sports, Yucca Valley, CA. Patchs and pins. Sign-up 6 am, or Fri. till 8 pm. Call or write for entry blanks. Info 619/365-6311.

December 17

ARIZONA TOY RUN
Harley Davidson of Tucson, Tucson, AZ. 5205 E. 22nd St. Sign-in 11:30 am-1 pm. Donations $5 or new unwrapped toy. Run pins first 200 at sign-in. Sun Riders M/C. Info 602/885-5296 or 578-1083.

Decmeber 11

GUMBALL 200 ROAD RUN
Accessories Unlimited, 26057 Bouquet Canyon rd., Sagus, CA. Pins, coffee and donuts. D-37 point run, last points run '83. 7 am-9. Entry $5. Info 805/255-6522(Boyce or Phyllis Williams).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Seattle International Raceway AMA Motocross
Nov. 6, 1983
Kent, WA
By Sue Sikes

PEE WEE A	
Tara Harrison	Kaw
PEE WEE B	
Michael Hurst	Hon
Shane West	Kaw
Billy Swick	Kaw
PEE WEE C	
Brian Strader	Yam
MINI A	
Oren Bray	Kaw
Larry Ward	Kaw
John Sowards	Kaw
MINI B	
Tara Harrison	Kaw
Tommy Eddington	Suz
Larry Kuebler Jr.	Hon
MINI C	
Jason Crandall	Suz
Todd Hiatt	Kaw
Dennis McGinnis	Kaw
100 A	
George HiGrey III	Suz
100 B	
Scott Bates	Yam
Calvin Brooks	Yam
Cory Suit	Kaw
100 C	
Cind Quenzer	Yam
125 PRO	
Jeff Sowards	Hon
125 A	
Robbie Evans	Yam
Kevin Whyte	Hon
Kris Komarnitsky	Suz
125 B	
Lloyd Young	Yam
Todd Hodges	Yam
Gary DePoe	Yam
125 C	
Kelly Mann	Suz
Michael Bosnick	Suz
Charlie Kestin	Hon
250 A	
Pete Hesel	Kaw
Kris Komarnitsky	Suz
Troy Rose	Yam
250 B	
Mark Vollan	Suz
Tony Lemaire	Suz
Rich Schwehn	Yam
250 C	
Doug Stewart	Hon
Mike Browing	Yam
Jeffrey Gaidjiergis	Hon
OPEN PRO	
Jonathan Pike	Hon
OPEN A	
Rod Crater	Hon
Ted Pauley	Yam
Tony Devino	Hon
OPEN B	
Rick Barber	Yam
Randy Stoneman	Hon
Brian Forgaard	Kaw
OPEN C	
Darrald Carey	Hon
Steve Greenwood	Suz
Mark Quenzer	KTM
OTH GANG	
Paul Hanson	Suz
Doug Wilke	Suz
OT	
Lou Collins	Hus

ARRA Points Standings as of Nov. 12, 1983

POINTS LEADERS	
Jim Poet	172
Earl Roloff	162
Jim Vreeke	149
Clinton Whitehouse	137
Aaron Post	116
Scott Harmala	107
Mark Capell	107
Doug Toland	102
Kenny Kopecky	89
Jeff Tuttobene	81
Jim Collins	81
John Harvey	76
Barry Smallwood	73
Robert Cobb	71
Jeff Braught	68
Frank Callinicos	67
Steve Biganski	67
Tom DeWitt	66
Rick Soloway	64
Marty Vogel	64
Chris McNellis	64
Gary Tatsumi	62
Bill Walsh	62
Chris Mencher	59
Dave Langford	57
Mark Shelton	57
Brent Ross	55
Gary Pendergrass	53
Chris Steward	52
Robert Harbeck	51
Greg Zepeda	50
Chris Crowell	50
Luis Sarzi	49
Steve Shelton	48
Steve Vague	47
Steve DiLallo	46
Todd Brubaker	46
John Thornton	45
Doug Booth	44
Jeff Kennedy	43
Jay Tanner	42
Greg Donnan	42
Joe Paul	42
Tony Guest	42
Kenneth Lobnow	39
David Sadowski	39
Bruce Mangels	38
Bill Fennessy	38
Len Gambo	36
David Behrendt	36
Terry Statum	35
Mark Thomas	35
Michael Morrow	33
John Littau	33
Danny Farnsworth	32
Amori Nunes	32
Bruce McFarland	32
David Zirkel	32
Richard Davis	32
Russell Miquel	31
Robert Reinen	31
Tom Chastain	29
Harry Klinzmann	29
Dennis Fryer	28
Arnie Arst	27
Walter Nitto	26
Harold Bohrer	26
Robert Holdsworth	26
Chris Allen	26
Dylan Code	25
Jeff Haas	25
Tom Sera	25
Jeff Kratka	25
Kirk Ochwat	23
Michael Carrell	23
Ian Coleman	22
Ted Toki	22
James LaBine	22
Curtis Maddox	22
Dan Brown	21
Ed Pasha	21
Scott Johnson	21
Lee Flemming	21
Al Ross	20
Will Pluckett	20
John Warner	19
Steve Gilbert	18
John Wingett	18
Carroll Burge	18
Kirk Graves	18
Graham Miller	18
Donald Hale	17
Steve Flemming	16
Jim Dickinson	16
Bill Pace	16
Shawn Leipold	16
Robert Wilson	16
Sue Sittman	16
Tom Piper	16
Chuck Pace	15
Nigel Gale	15
Allen Grills	15
Ricardo Chique	15

Seattle International Raceway AMA Motocross
Kent, WA
Nov. 13, 1983
By Sue Sykes

PEE WEE A	
Rod Stanley	Kaw
Tara Harrison	Kaw
Brad Lewis	Kaw
PEE WEE B	
Michael Hurst	Hon
Billy Swick	Kaw
Duane West	Kaw
PEE WEE C	
Ryan Yocum	Kaw
Brian Strader	Yam
MINI A	
Larry Ward	Kaw
Oren Bray	Kaw
Rick Jackson	Kaw
MINI B	
Scott Steffy	Kaw
Tommy Eddinton	Hon
Derek Hughes	Hon
MINI C	
Jason Crandall	Suz
Alex Liptack	Yam
Luke Kinskie	Yam
100 A	
Les Yocum	Suz
Kevin Kelly	Yam
George Higrey	Suz
100 B	
Wayne Laurent	Suz
Scott Bates	Yam
100 C	
Cindy Quenzer	Yam
Scott Shaffer	Yam
125 PRO	
Kenny Almquist	Suz
Jeff Sowards	Hon
125 A	
Rob Evans	Yam
Don Larsen	Yam
Kevin Whyte	Hon
125 B	
Lloyd Young	Yam
Mitchell Didcott	Hon
Scott Wilband	Hon
125 C	
Michael Bosnick	Kaw
Kory Kuipers	Hon
William Kieffer	Hon
250 PRO	
Mike Rensby	Hon
250 A	
Ron Larter	Hon
Pete Hesel	Kaw
Ed Anderson	Hon
250 B	
Nathan Ross	Suz
Tony Lemaire	Suz
Mark Vollan	Suz
250 C	
Doug Stewart	Hon
Mike Browing	Yam
Reed Stone	Kaw
OPEN PRO	
Jon Pike	Hon
Michael Crater	Hon
OPEN A	
Ted Pauley	Yam
Rod Crater	Hon
Kevin Parker	Hon
OPEN B	
Rick Barber	Yam
Brian Forgaard	Kaw
Randy Stoneham	Hon
OPEN C	
Todd Petchnick	Suz
Steve Greenwood	Suz
Dave Crockett	Yam
OTH	
Doug Wilke	Suz
Paul Hanson	Suz
Ray Mallow	Suz
OT	
Mike Baxter	Hon
Burt Lymburner	Suz
Richard Graham	Mai

MRA 1983 Final Point Standings
By Joe Day

TOP 10 OVERALL	
Aaron Turner	1126
Ty Piz	817
Dan Turner	766
Dave Stevenson	732
Bruce Gibson	683
Mike Mangham	671
Skeeter Jacobson	628
Steve Garnier	624
Greg Curtis	539
Mike Pettiford	450
CLASS CHAMPIONS	
450 PROD	
Ty Piz	47
Greg Nichols	35
Norm Meyer	33
450 SUPERBIKE	
Gary Amundson	51
Ty Piz	51
Greg Nichols	44
Dan Turner	42
600 PROD	
Aaron Turner	159
Ty Piz	137
Dave Stevenson	105
600 SUPERBIKE	
Aaron Turner	180
Alan Conti	145
Dave Stevenson	141
860 PROD	
Aaron Turner	126
Steve Garnier	96
Bruce Gibson	85
860 SUPERBIKE	
Steve Garnier	207
Greg Curtis	206
Aaron Turner	202
OPEN PROD	
Aaron Turner	125
Mike Pettiford	89
Steve Garnier	85
OPEN SUPERBIKE	
Mike Mangham	166
Aaron Turner	161
Greg Curtis	154
BATTLE OF THE TWINS	
Kevin Ward	16
Steve Garnier	15
Allen Rhor	5
COLORADO CLASS (singles GP)	
Alan Conti	87
Geoff Cesmat	55
Arlo Englund	53

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801

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Kit includes: 4 Pistons, Rings, Piston Pins, Circlips, Head and base gasket. For only $275.00.
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WANT ADS

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With tools. We work on HONDA'S, YAMAHA'S, KAWASAKI'S, SUZUKI'S — ETC., ETC. Excellent opportunity. Call Harry at THE OUTRIDER, 10545 Pico Blvd., Los Angeles, CA. (213) 879-3350. (247-50)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

MOTORCYCLE MECHANICS Institute is now accepting applications for instructors. Two years experience required. Call Gary Andresakis (602) 869-9644. (245-50/NW)

Parts Manager
Need person experienced in Honda and other motorcycle lines to organize and streamline large parts department. Excellent salary for qualified person in Southern California. Cycle News, P.O. Box 498; Dept. CT, Long Beach, CA 90801-0498. (247)

Business Opportunities

Jawbone Canyon - Kelso Valley
Area for sale. 2.5 acres, good access to open off road areas and trails. Setup for extended stays. Storage buildings, auto drip water system for trees. Joins BLM land. Safe, secure, fenced under two locked gates with full time residences adjoining. $12,900. Phone (619) 446-7082, after 5 p.m. (345-47X)

FOR SALE: Northern California Accessory store, in the GOLD COUNTRY. Just East of Sacramento. HIGH GROWTH AREA! (916) 823-9442. (147X)

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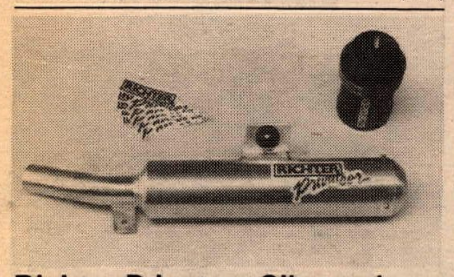
MOTORCYCLE/ATV accessory store for sale in Hemet, Calif. (714) 658-2600. (246-50)

WANTED: PARILLA 175-250 parts bike. Please call collect. (714) 875-6055. (147)



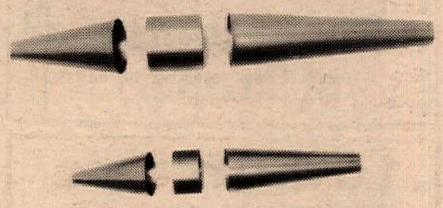
Richter Privateer Silencer's
RICHTER INDUSTRIES is having a BLOW OUT SALE on aluminum silencers. Prices range from $30 to $40. Call now before stock runs out! Dealer inquiries invited. (805) 498-6607. (147-48/NSWX)

** Christmas Gift!!!! **
Motorcycle stamps from around the world. Super stocking stuffer. DARNELL STAMP CO., P.O. Box 910 Alta Loma, CA 91701. (714) 980-3212. (247-49/NSW)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code and 40 miles on the track. Remaining 1983 Schools: Riverside; Dec. 3rd, Dec. 17th. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (246/TFN)

For BMW's Only!
Improve your riding skills with R.A.T.S. The Rider Advanced Training School (R.A.T.S.) will be at Willow Springs Raceway on Nov. 26. Oriented toward riders of average ability, R.A.T.S. will improve your overall riding skills. The Chief instructor and head rat will be Reggie Pridmore, 3 time AMA Superbike Champ and the only man ever to win a Superbike title on a BMW. Spend a day with Reggie at WILLOW SPRINGS and increase your confidence and ability, while having the time of your life on one of America's premier race courses! If you are enthusiastic about your riding, you cannot afford to miss this school. Entry is limited, so sign up NOW! Contact R.A.T.S. at 1945 E. Thompson Blvd., Ventura, CA 93001. (805) 648-2895. (147X)

Custom Painted Helmets
Works style helmets are NOW AVAILABLE to Privateers thru TROY LEE DESIGNS. Now get your helmet painted to Factory specs for ONLY $60/shipped UPS. Goat Breker; "Magoo" Chandler; Phil Larson; Motocross Action; Team Husqvarna & Pro Circuit, CAN'T ALL BE WRONG! New Bell Moto 4's NOW AVAILABLE. For color flyer send $1.00 to: TROY LEE DESIGNS, 915 Merrill, Corona, CA 91720. (714) 371-5219. (147/NWX)



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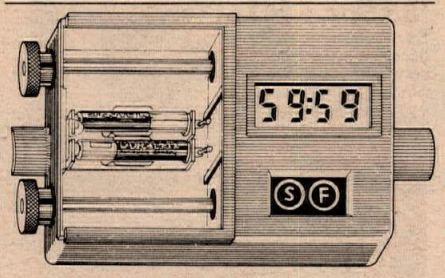
Holiday sale going on NOW! (213) 795-0271. (247-50)



THE COMBO $109.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. Dealer inquiries invited. COUNTDOWN (213) 348-8381. (243/NW/TFN)

Canyon Racer's Pocket Guide
Fabulous new technique handbook on how-to-ride the twisties. $9.95 plus $1.00 postage. Washington residents add $0.79 tax. Quantity discounts. Visa/MasterCard/Check/M.O. CANYON RACER'S PUBLICATIONS, P.O. Box 20668, Seattle, Washington 98102. (206) 322-3704. (145-48/NWX)

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1983 BMW R80RT Touring
Full Krauser fairing, registration good til Sept. '84. Full three year factory warranty. No money down! Assume lease. MUST SELL. Please call (714) 831-2536, Mission Viejo, CA. (346-47)

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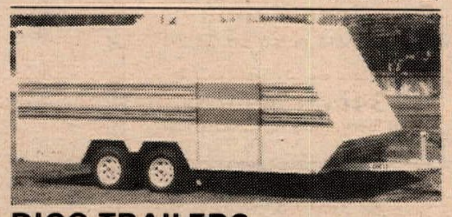
XR750
Strong bike, spares, $4,500. (214) 631-8388. (145-48/NE)



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Red & White, only 9,000 miles, overhauled at 4,000 miles. FEATURES: 33 Mikuni, ported head, experimental Yosh cams; springs & pipes. Barnett extra plate clutch. Dunlop Elites front and rear. Professionally assembled, $4500. (714) 982-4352, after 5 p.m. (346-47/NSW)

'81 Husky CR 430
Old timer owned, excellent condition, Many, many extras. $900/OBO. (714) 735-9967. (346-47)

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SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

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$950. Excellent condition, new tires, raced twice. Jeff (619) 375-7298. (345-47)

1980 250CR HUSKY 6-speed; 4-gal. tank, SUPER CLEAN! Must sell $675/OBO. (714) 981-2790. (146-48)

'83 Honda 480R * Best Offer
Factory link, factory shock, factory fork mods, new clutch, new tires, new top end. Honda Support bike, excellent condition. Dave (714) 595-3551. (346-48)

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Ceet racing apparel. Full line: Yamaha, Honda, Kawasaki, and Suzuki. You pay $119.72 and you receive: Nylon pants; jersey; gloves and Scott 59 goggles. Layaway available. Sale ends Jan. 1st, 1984. Call (714) 892-2575 Tues.-Sat., 8112 Bolsa Ave., Midway City, CA 92655. (145-49X)

S.W.M. '82 Trial's 320 TL
Like new, low, low miles. Original Michelin tires. Asking $1795/OBO. S.W.M. '81 Trial's 320 TL, excellent condition. New tires, asking $1395/OBO. Can ship in crate. Call days (213) 845-3211. Evenings (213) 765-8186, Boyd. (345-48/NW)

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Parts & accessories. JB CYCLERY. 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

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Fresh motor, spares, tires. (509) 535-9149. (146-47)

'83 YZ 490K: All white and yellow plastic, heavy duty fork and shock springs, excellent condition, spares included. $1100/or offer. (213) 833-1148. (346-47)

'83 Yamaha 250 YZK "new"
Ridden 5 times, with 3 rail trailer: $1700/OBO. Switched to car racing. Paul (213) 852-3991 or (213) 704-1120. (346-48)

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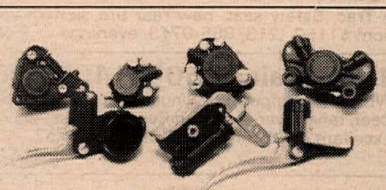

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Complete line in stock! STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (222/NW/TFN)

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Blue and silver, flawless, immaculate, 12,000 miles, many extras. $3800. (714) 628-0205. (346-47)

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Suzuki: Ohlins, Terry, KyB, Answer, Dunlops, Klemm Cyl., 12" front & rear. $1000. Kawasaki: Answer, Terry, $1000. '79 Kawasaki KE125 Enduro: 2,000/m, $400. (714) 867-3439; (714) 867-2591. (346-47)

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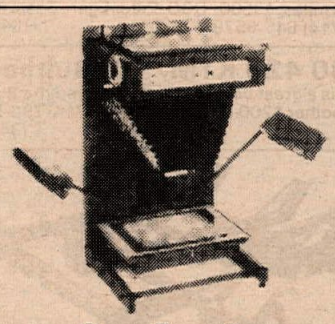

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1983 Kawasaki KDX 200
Excellent condition, MUST SELL before Christmas! Asking $1275. Call Kenny (714) 846-7063, evenings. (347-48)

SUPER PRO: Mileage computer, $205. BARK BUSTERS handguards, $49.50. "SCORE WITH A PRO" T-shirt, $7.50. SUPER GRIP knit gloves, $4.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (243/ALT PIX/NSE/TFN)

83 KX125/83 Maico 250 Spider
Kawasaki: excellent condition, $950. Maico: brand new, sacrifice, $1300/OBO. (714) 525-0157, private party. (147)

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Parts for Street, Motocross and Speedway. (213) 917-6171. (347-50/NWX)

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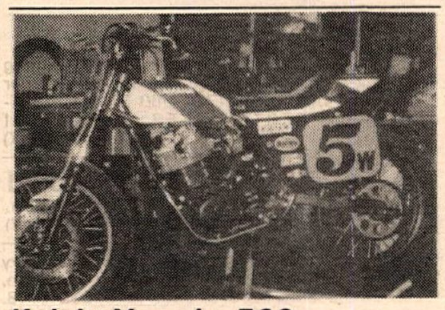
1983 250CR, ridden very little, excellent condition, $1500 or best offer. (213) 764-4043. (147)



Knight Yamaha 500
Flowed head Venolia, Megacycle, Lectron, CDI, S&W, Bills, Titanium valves, Ceriani, Fox, Barnes, lots of spares. $1775. (206) 771-1432. (147)

'83 Honda V45 Sabre 900 Miles
Like new. '84 models are only 700cc. This one is 750cc. $2950/plus $200 for a 3 year transferable warranty, total $3150. (213) 285-1979. (147)

'82 IT 465
A-Trac, Safety seat, new rear tire, perfect condition! $1150. (213) 865-0713, evenings. (447)

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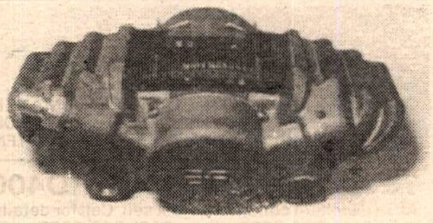
Wheelsmith pipe and swingarm, suspension mods, Ceet, tank cover, Boyesen Reeds, ridden very little. Excellent condition, MUST SELL. (714) 527-1774. (147-49)



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Ridden very little, built by Craig Eggerman. Too many extras to list! Excellent condition. $1200. (213) 360-3175. (347-48)

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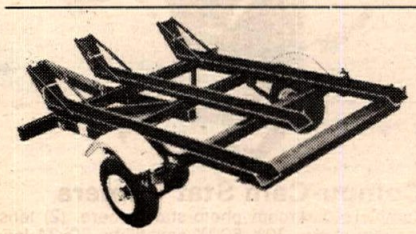

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'83 Suz. RM250D*'81 YZ250H
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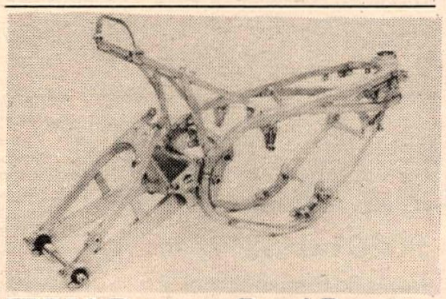

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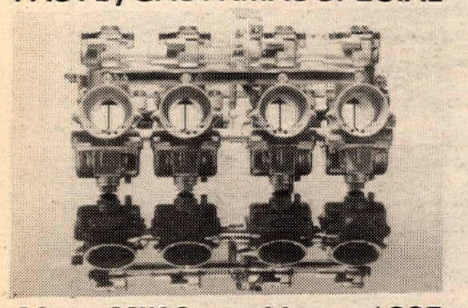

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ALSO AVAILABLE: Clutch Pushers Z1/KZ, ONLY: $14.95. ATTENTION: STREET RACERS. Kwik shift for full throttle clutchless shifting; ONLY: $109. Contact. FAST by GAST - High Performance Specialists. (716) 773-1536. (246-48/NW)

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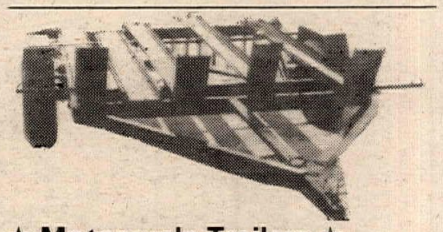

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$225/each, or both for $400. Both run well. Need Christmas money! (714) 840-5882. (347-48)

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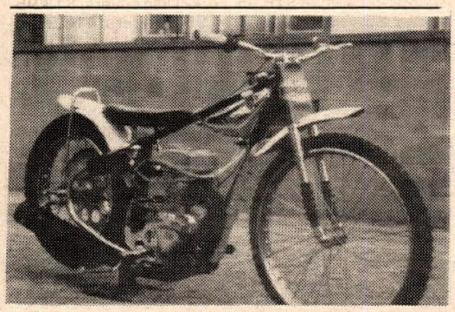

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Eddie; (213) 570-8657, days or (213) 308-3668, evenings/weekends. (147/NW)

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'83 GPz 1100
3,500 miles, sport seat, new 291's, tinted windshield, just tuned. Must sell! (915) 366-0948. (147-48)

Montesa 349 Trials '80 & '81
Low mileage, BOTH run great! Days (714) 751-6286; Nights (714) 548-1792, ask for Kris. (147-50)

CX-500 Turbo & '80 CR-250
$2900. Excellent condition, 2,300 miles, 2 hours on dirt bike. $700. Call Brian at (213) 323-8314; 3-5 p.m. (347)

COATS 280 WHEEL BALANCER: $175. Am-pack skin pack machine: $250. Comp shields; clear, smoke, or yellow: 25 for $12.50. Also misc. Bell shields, and visors older style. Best offer. (303) 936-7154. (347X)

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Hand painted personalized T-shirt of you or your friends. $30/includes shirt, machine washable. Excellent CHRISTMAS GIFT! Call for information: RS DESIGNS (714) 592-1545. (147-48X)

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1981 CR430 six speed — meticulously maintained, excellent condition. Original fenders, handlebars (no endos). Pro-Circuit motor, pipe, Mossbarger, Boost bottle. O-ring chain, alloy silencer, good tires plus complete spares kit. $1,395 — Let's talk. Call Mellon Motorcycles (714) 536-9943. (147-48/NSE)

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Motorcourse calendars, $9.95. Motorcourse book, $32.95. Prepaid orders shipped free! Call TTFN (217) 469-2784, RR #2, Box 141, Urbana, IL 61801. (147/NSEX)

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Top Formula 1, 2 and endurance road racer, Boonie Knott, looking for 1984 ride and sponsors. Excellent credentials. (217) 469-2784. (147/NSEX)

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On video. Superbike, Formula ONE, Formula TWO, sidecars; available in VHS and BETA. Write for catalog to: MOTOR SPORT VIDEO, 1030 N. Magnolia Apt. #217, Anaheim, CA 92801. (247-50/NW)

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Sleeps 6 and carries 5 dirt bikes. 40 gallon water tank, electric toilet, side awning and other accessories. Excellent condition. $3300. (213) 431-9960. (347)

Husky 1983 500CR
Vet's bike, extra clean. All the extras! $1800/OBO. Call for details, Reno. (702) 849-1988. (347)

***Racing Leathers*Never Used!**
Vera's leathers, NEW. 5'6", 165 lbs. Black w/orange strip. $300. (801) 621-0176. (147-48)

'80 250 Maico & '81 Yam. 125
Excellent condition, low hours, Pro ported, Works shocks, fresh engine. Ridden last Oct. 1981. Broken arms FORCE SALE! Can't ride anymore. (213) 443-7283. (147)

Coffman's 1983 Tecate Pipe
Coffman's is pleased to announce our NEW Kawasaki Tecate 250 pipe. Out run the competition with this hand rolled, high performance pipe! Guaranteed for SUPER PERFORMANCE!! Call NOW! $140 (price includes custom aluminum silencer). COFFMAN'S, 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209. (247-48/NW)

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Boss frame, seat, tank, excellent shape for 500 Can-Am. $850/Firm. (503) 476-7384, evenings. (147/NW)

'81 RD 350LC
Holland model, street legal, clean and stock. $2300. (415) 881-2738. (147)

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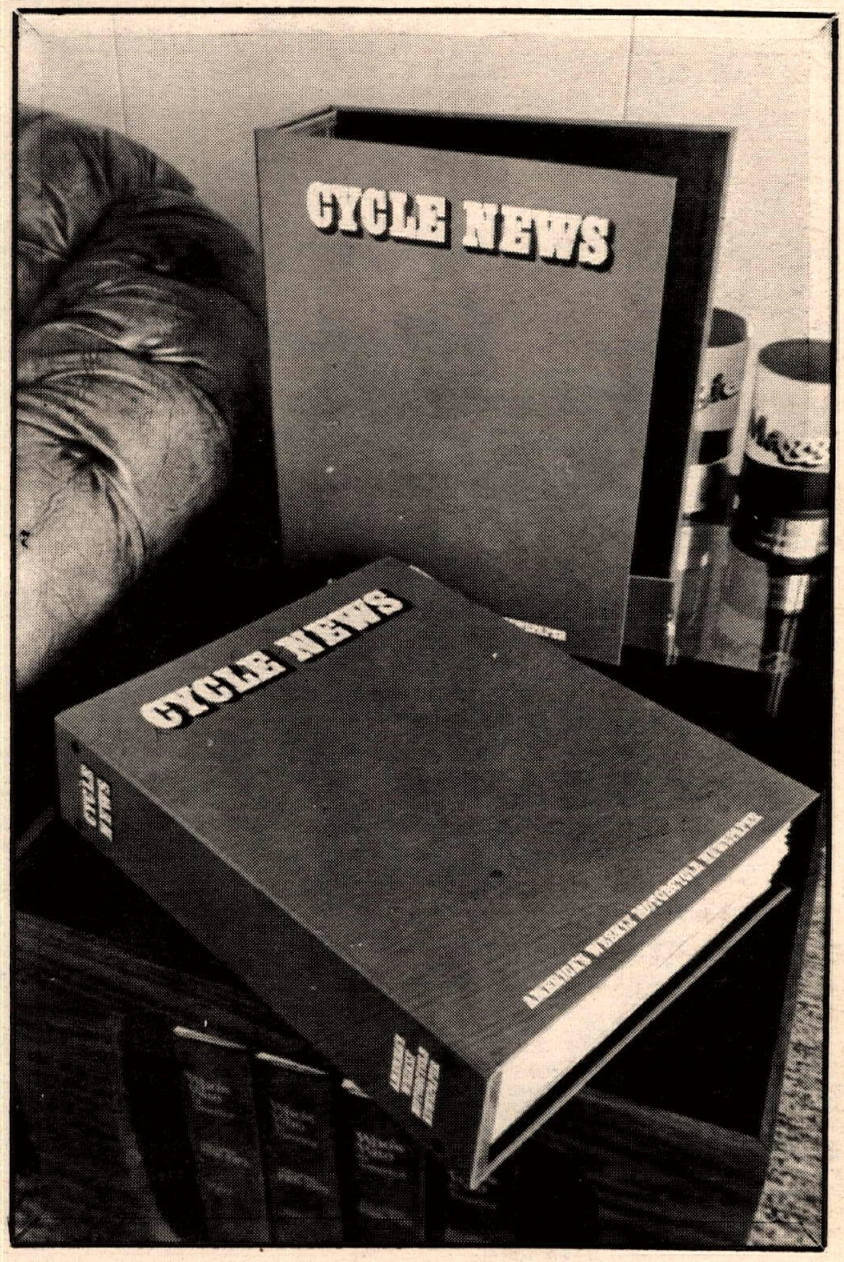

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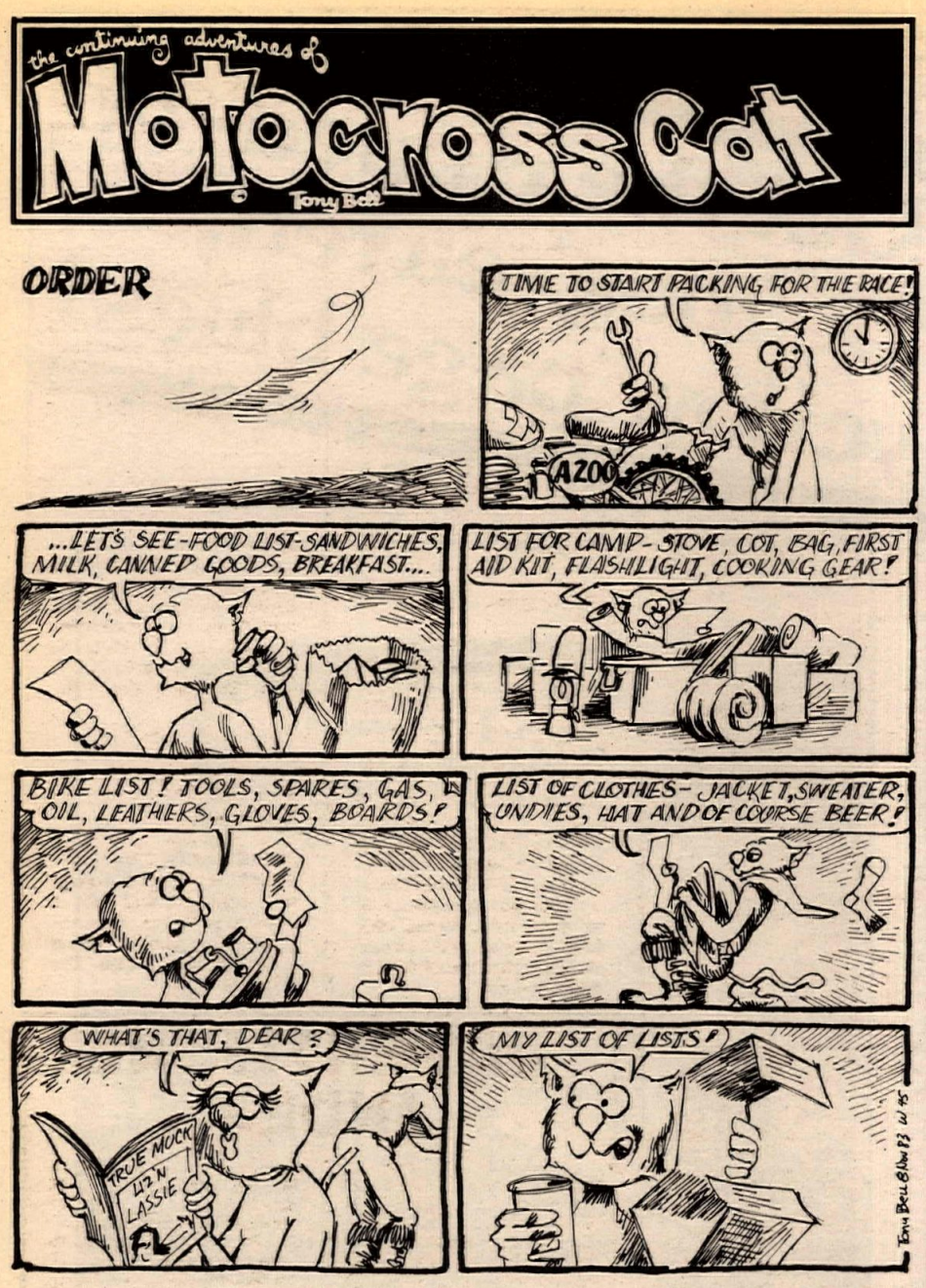

'83 YAMAHA YZ490 K
New top end, good condition, extras. $1400/OBO. (213) 454-1022. (147)

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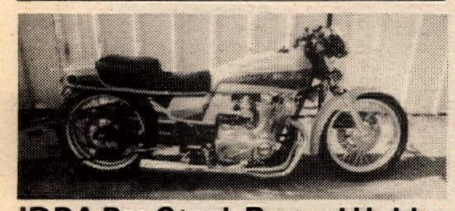
Waterproof competition brakes. ALJO, 1248 East Main, Norristown, PA 19401. (215) 277-5181. (141/EOI/47/NSEX)



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The best of everything. Call Russ Olmstead (501) 362-2422 days; (501) 362-2588 nights. (347/NSE)

DRAG RACING PARTS: Kosman Big Foot rear end and wheelie bar, Vance & Hines, Pro-Pipe, Market, electronic ignition, 440, 880 coils. Call Russ Olmstead (501) 362-2422 days; (501) 362-2588 nights. (347/NSE)

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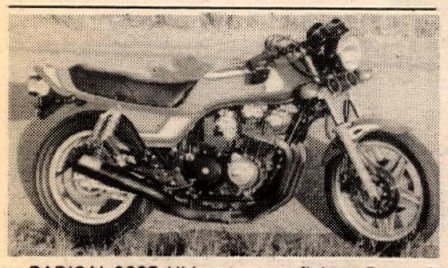
TRAILER: "CUSTOM BUILT!" Complete steel-mesh floor, 3 full sized tires, SUPER SHARP! Must see this one! Call for details; a steal at $600. SUZUKI: excellent condition, used little. Sacrifice/$800. (213) 889/4651, evenings. (347)

'82 Suzuki GS750E
Low miles, flawless condition, warranty. $2400. (213) 923-8609. (147)



RADICAL 900F: Ultimate street fighter; Bassani, Fox, Cal-Fab, etc. Includes custom matched Tracy fairing. Designed for sport touring or backroad strafing. Must sell! Worth over $6,500; asking $4,000. Call (715) 341-3481. (147-49/NSE)

1981 European YZ 250
White with red seat. Fox twin clicker, Lectron carb, HD wheels, latest Dunlops, spares. Reliable and immaculate!! (714) 496-4710. (347-48)

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Fast, clean, only 11,000 miles. Quick silver carbs, extra tank, seat, Yosh pipe, NV rubber, third at OCIR NMRA finals. Serious inquiries only. Write to: Marty, 5226 Palmer Canyon Rd., Claremont, CA 91711. Include phone number and time to call. $3000/Firm. (147)

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4 into 2 custom exhaust for 1983 Honda Nighthawk, by Dean Maro. Black, lightweight, great performance, nice tone. Retains all stock mounts! Unique — not commercially available. $149. (415) 967-8321. (147)

'82 Husky 430 WR
Fresh top end, great condition and lots of extras. $1200/OBO. (213) 888-8880, evenings. (347-48)

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'79 Dodge Karyvan * $8500
Set-up for touring racer. Still under warranty, perfect condition, many extras. (714) 631-9066. (147)

'79 Honda CBX
Excellent condition, 7,000 miles. $2500. (714) 533-3252. (147)

Leather Jacket & Pants
Dark brown, women's size 7-8. Excellent leather, near new. $300/OBO. (714) 999-0628. (147)

'79 HUSKY; re-built motor, shocks, forks, new Metzelers, excellent condition. $850. (619) 243-3602. (145-47)

1983 Kawasaki GPz750
Excellent condition, low mileage, custom tank, Pearl white with blue and black stripe. $3200/OBO. 9213) 324-6374. (547)

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20' Komfort; many extras, like new! $4500/consider trades. (213) 982-7290. (347-48)

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XR750 Parts
Wanted: used or damaged crankcases and cylinder heads. Call collect before 6:00, (313) 756-9110; after (313) 545-1737. (147-48/NE)

Ronnie Jones TT And ST Bikes
Wood-Rotax 500 with Boss frame. Only has four races. Also two Kawasaki 250 short trackers, Viper frames, finished 4th 1983 Houston National. (405) 721-5588. (347-49/NE)

'82 YZ 490 * Like New!
New top end, excellent condition, $1050/ OBO. (213) 993-9690. (147)

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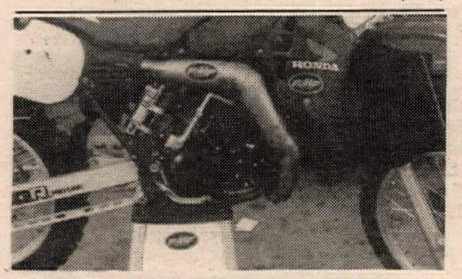
December 19, 20, 21; December 26; Indian Dunes. CHRISTMAS CERTIFICATES AVAILABLE for those SPECIAL RIDERS in your life! (714) 673-6816. (147-49X)

* Maico 250 & Yamaha 465 *
Both 1980's, low hours, clean, reliable, extras. $800/each. (714) 629-9607, before 6 p.m. (714) 628-9691, evenings/weekends. (347-49)

Speedway Equipment Sale!
Bobby Schwartz's British League equipment. Jawa & Godden complete machines, engines, frames, wheels and spare parts. Junior equipment also available. SACRIFICE — Everything must go! Call for details: (714) 675-5060, before 10 a.m.; or evenings. (147-48/NW)

Speedway Racer Jawa 2-Valve
Very clean! $600. (916) 363-9136. (147-48)

*** Priced For Quick Sale ***
'82 YZ-250; Wife's bike, $800. '82 CR-480; $850. Desert tanks, both for $1600. (619) 247-8750. (147)



Don Emler's FMF is BACK! and ON THE PIPE!
The legendary FMF is back with the debut of their full line of 1984 Works pipes! It wasn't that long ago when "Uncle Donny Emler" was handforming Works pipes for factory stars like Marty Smith, Warren Reid, Brad Lackey, Danny LaPorte, Donny Cantaloupi, Jeff Ward, Steve Wise, and Team Honda™! These stars never put stamped pipes on their Works bikes, why should you? NOW you can have a fully custom hand crafted, Emler tuned, Works pipe for your '84. Now stocking all models. Don Emler's FMF. (213) 530-3701. (147/NWX)

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1979 Husky CR-250
Excellent condition, engine recently rebuilt, many extras. Call (213) 334-5468, after 6 p.m. (147-48)

'81 Maico 490 Mega II * $850
Seldom used, well maintained, exceptional condition! Call (213) 334-5468, after 6 p.m. (147-48)

Speedway Bike
New Jawa, stock with new engine. $2500/OBO. (714) 673-1685. (147)

Pro Trac Trailer 16 Ft.
Tandem wheel, with extras. $2500. (714) 359-8164. (147-48)

Boys Christmas! * YZ50 & YZ60
Perfect first bikes! Well maintained and reliable. $400/each. (714) 735-2754. (147-48)

'74 Montesa Trials
Better than original, completely rebuilt top and bottom. New plastic and tires. $675/OBO. (714) 643-0174. (347-48)

1966 Velocette Thruxton
Silver and blue. Excellent condition. $3,500/OBO. (215) 296-2728. (347-50/NE)

250 Viper Yamaha
Ready to ride. Fast and reliable. With extras. $1500. (817) 682-4431. (147/NSW)

'81 KZ1000J Street/Superbike
Ex-AMA, new motor, dyno tuned, Kerker, Lectrons, Fox, Barnett, Dyna, Web-Cams, EPMs, new paint, much more, extras. Street legal. A steal at $3,500. Trade for street bike slower than 170 mph. Also many hipo parts for Kawasaki (many new) and Suzuki GS1000 2 valve. (904) 562-1785. (147/NE)

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EPMs, spoke, rain tires, 2 fairings, good club racer. $1,100. (413) 528-2918 eves. (147/NE)

1981 YZ 250 Yamaha
Excellent condition, ridden 10 times. $695. (213) 542-5070, after 6 p.m. (347-48)

79 Guzzi LeMans CX100
Red 1000cc with 12,300 miles, $3,000; includes new Eclipse saddle and tank bags. Evenings, (517) 339-1890. (347/NE)

'82 RM-250Z
Excellent condition, setup by R&D, porting and suspension. Runs and looks great! Plus extras, MUST SEE! $975 (By Magic Mountain) (805) 259-2885. (347)

1982 RM 125-Z
Better than new, bought June 1983. Raced little, VERY fast, new cylinder, R&D porting, head and carburator. MUST SEE! $750. (By Magic Mountain) (805) 259-2885. (347)

'77 Honda Goldwing Full Dress
Many extras, excellent condition. $1795/Best. (213) 765-8026, evenings. (347)

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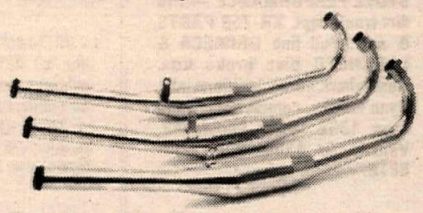
1984 RGA 1000; RGS 1000: Mirage 1200; in stock NOW! Out of town customers welcome! BRITALIA MOTORS, San Jose. (408) 295-4342. (247-49)

Moto Guzzi LeMans * Benelli Sei
CHRISTMAS SPECIAL Call for prices. Out of town customers welcome! BRITALIA MOTORS, San Jose. (408) 295-4342. (247-49)

Kawasaki Triple TNT Chambers



Quitting Business Sale!!
Closing our doors, all stock MUST GO! CBX & Kawasaki headers, Yamaha RD chambers & much more. (Formerly: DENCO systems). Rock bottom prices - we're willing to deal. Call NOW - Dealers welcome. HOT BIKE ENGINEERING, (415) 656-8275 or (415) 657-3864. (147/NWX)

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Just rebuilt, best of everything. $7500/firm. Call Gary Scott, (513) 322-5851. (147/NE)

83 VF750F Interceptor (Red)
2,000 miles, in excellent condition, never raced or ridden in the rain. Extras include the finest superbike seat, rear seat cowl, Vance & Hines performance mufflers, rear Sport Elite - R, Ferodo pads, shop manual. $3,698. Wisc., ask for Frank Brotz, days (414) 458-2121 or nights (414) 458-9820. (347-48/NE)

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2nd Annual Midwest Bike Show. April 14th & 15th in Rockford, IL. To prove your bike is the best, you must first enter your bike. Entries include stock, custom, radical, trike, drag, antique, dresser & unusual. For further details, write: N.I.M.A., Box 386, Winnebago, IL 61088. (147/NE)

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EXTRUDE HONE'S power flow process dynamically improves Top-End & Midrange Performance on any two cycle cylinder. Extrude Hone, 6845 E. Compton Blvd., Paramount, CA 90723. (213) 531-2976.

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WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Track, Pro-Link, Floater & White Power. 1 to 2 day turn around. (714) 895-1991.

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